D 208.3: 944/no.383-

UNIVERSITY
OF FLORIDA
LIBRARIES



Bound By
New Method
Book Bindery
Inc.
Jacksonville
Illinois

Digitized by the Internet Archive
in 2015

https://archive.org/details/allhands3833unit

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

JANUARY 1949



Because of narrow back margins this volume has been sewed to cords. No covers or advertising can be removed when this type of sewing is used.

NEW METHOD BOOK BINDERY, Inc.



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY 1949 Navpers-O NUMBER 383

F.B. 4411 10

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

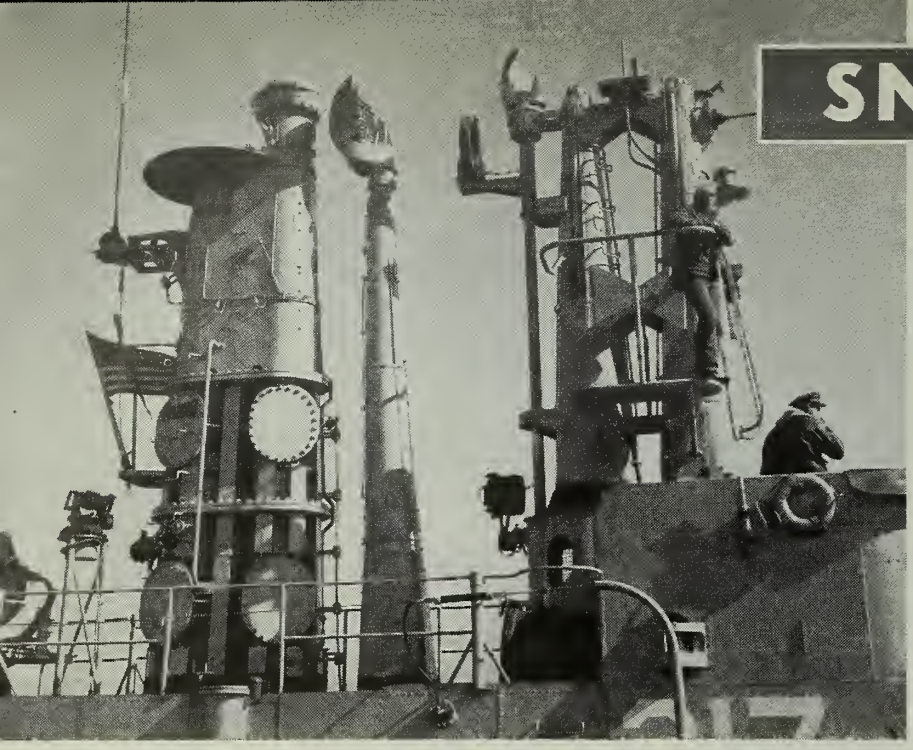
	Page
Snorkel: An Old Salt	2
The Word	6
Testing Ships and Men	8
Happy in Their Hobbies	11
New Device Makes Arctic Living Easier	12
All-Navy Sports Roundup	14
Wave Recruit Training	18
Fleets of the Far East	20
Aireservists	23
Gadgeteers Deluxe	26
Letters to the Editor	28
Today's Navy	32
Bulletin Board	40
New Navy Regulations Issued	41
AMs May Be Combat Aircrewmen	42
Summer Training for Reservists	44
Length of Overseas Shore Duty	46
Complete Summary of NSLI Rules	48
Directives in Brief	54
Top Commands in Today's Navy	55
Decorations and Citations	56
Books: Lives and Legends Top List	58
Book Supplement: *Remember the Maine!*	59
Taffrail Talk	64

• FRONT COVER: Fortified against watch-cap weather by a cup of Navy coffee, Clarence E. Tacker, SA, of Stiles, Pa., "takes five."—*All Hands* photo by E. K. Armour, PH1, USN.

• AT LEFT: Refueling operations under adverse sea conditions are conducted by USS *Zellars* (DD 777) alongside USS *Kearsarge* (CV 33) during maneuvers in North Atlantic. (See pp. 8-10.)

CREDITS: All photographs published in *All Hands* are official U. S. Navy photos unless otherwise designated: p. 2, top, and p. 3, top, San Francisco Examiner; p. 4, top right, *Submarine Navigation;* pp. 20-23, ONI; p. 32, top left, AP.

SNORKEL: AN



SNORKEL shears of USS *Barbero* are visible at left. Device enables submarines to cruise at nearly full periscope depth for extended periods of time.

CONTRARY to current belief, the submarine breathing apparatus known as snorkel is old enough to be its own grandpaw.

As an idea on paper, it harks back 120 or more years ago. As a workable gadget for peacetime use, it first appeared on Simon Lake's submersible creation of half a century ago. As a practical improvement in underseas warfare, the breathing gear emerged in perfected form on Dutch submarines prior to World War II.

None of these milestones of development was contributed by the Germans. Although the German Navy made good use of breather-fitted craft toward the end of World War II, recent evidence seems to indicate that ideas from captured Dutch submarines and not German ingenuity prompted their development of snorkel.

Even though Allied naval officials in London knew the Dutch equipment had fallen into German hands, they were not upset by the prospects. Their considerations probably were: (1) breathing equipment for submarines was not radically new, and (2) its use would impose so many handicaps that the German Navy would resort to it only as a means of desperation.

That last resort was at hand with the advent of radar search planes which could cover large areas in a short time to detect enemy submarines at great distances.

On the other hand, the Allies also knew of the Dutch gear, for three Dutch submarines equipped with the breathing apparatus arrived in English ports while the battle for Holland was still in progress—in May 1940.

No attempt was made during wartime to fit out Allied underseas craft with comparable devices, since it was not necessary. Had the Japanese perfected submarine detection to the same extent as the Allies, there is a good possibility that American and British craft would also have been fitted with breathing devices evolved from the Dutch model.

While both fleet-type and newly constructed American submarines today are being fitted for exhaustive testing, snorkel still imposes many hardships and problems in submarine operation.

Some of these are long standing difficulties, inherent in the earliest conceptions of the gear. Back in 1827 a French submarine authority by the name of Castera took out a patent for a salvage boat equipped with a float which would ride on the surface while the craft proceeded submerged. Two aeration tubes were mounted beside the conning tower, leading upward to the float. As the submarine dove to deeper water, the aeration tubes lengthened to allow freedom of movement.

In the bottom of the craft were fitted several lookout portholes of thick glass and a pair of heavy leather gloves, which would enable the occupant to pick up such items as might be seen on the bottom of the sea or river.

Although the boat was never constructed, its considerable hazards were apparent.

A similar underwater salvage craft was devised by an American named Roman Morhard in 1885. According to plans, air was to enter the interior of the boat from the surface through two small floats connected to the submarine by flexible rubber tubes.

Perhaps fortunately for the inventor, the craft never reached production stage.

Many inventions had come into use providing for an internal supply of air long before the time of Simon Lake, the American inventor of considerable prominence, so his *Argonaut* was equipped with both an internal compressed air supply and ventilating tubes leading to the surface.

Argonaut's first public trials were held in the Patapsco River near Baltimore, and the following year Lake and a crew of four took off for extensive tests in the Chesapeake and shallower reaches of the Atlantic.

Fitted with wheels, *Argonaut* was able to submerge and run along the



CONTRAST between sleek *Corporal* (SS 346) and the cluttered superstructure of

bottom while the crew amused themselves by standing over the opened diver's hatch to pick up sea shells, oysters and whatever else might be found. The internal pressure of the diving compartment equalized the water pressure to prevent flooding.

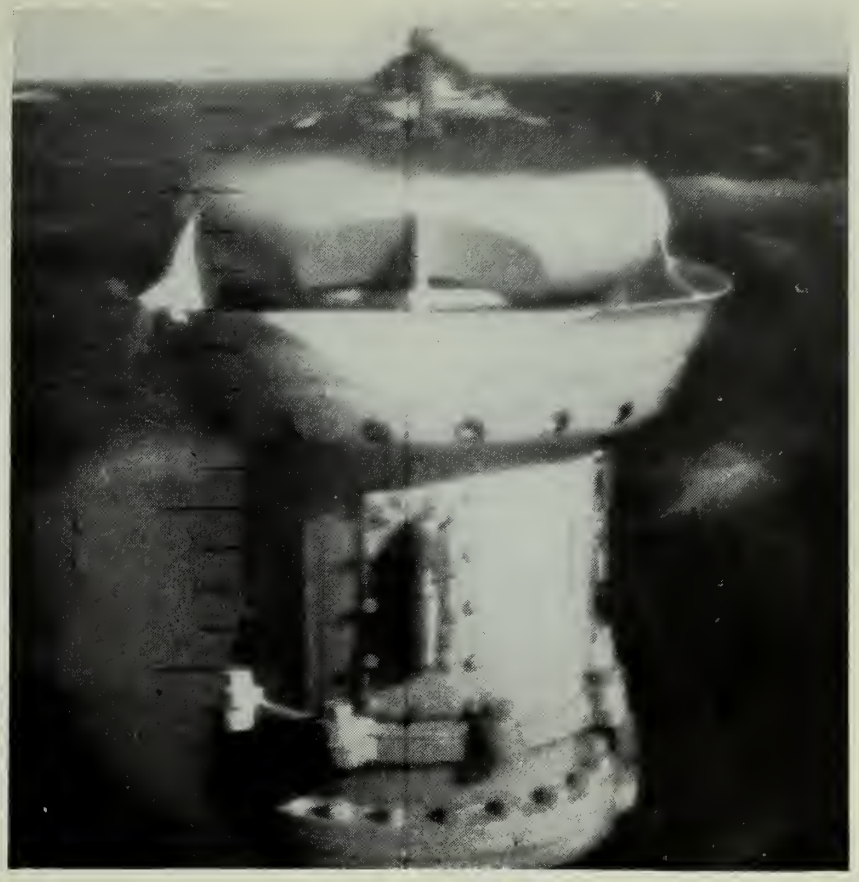
As a boy of 10, Lake had become obsessed with the idea of building a submarine after reading the famous book by Jules Verne, *Twenty Thousand Leagues Under the Sea*, dealing with the activities of a submarine which chemically derived its oxygen for human and engine use from the surrounding water, and thus was capable of staying submerged as long as desired.

Argonaut returned from her voyage after cruising nearly 2,000 miles, and Verne joined the rest of the world's applause by sending a cablegram from France: "While my book is entirely a work of the imagination, my conviction is that all I said in it will come to pass. The lengthy voyage of the Baltimore submarine boat is evidence of this.... The next great war may be largely a contest between submarine boats."

Lake's *Argonaut* was fitted with a 30-horsepower gasoline motor for motive power and with two steel tubes in which compressed air could be stored, lasting in use for 24 hours. Wherever possible, however, the craft operated on air supplied through a hollow mast while another mast expelled exhaust gases from the engine. For emergencies, *Argonaut* also could rely on a buoy, which would rise to the surface and allow air to flow down its hose.



Cobbler (SS 344) is indicative of current trend of U. S. submarine construction.



PERISCOPE photograph taken while *Barbero* was submerged and under way shows the small portion of the snorkel that remains above the ocean's surface.

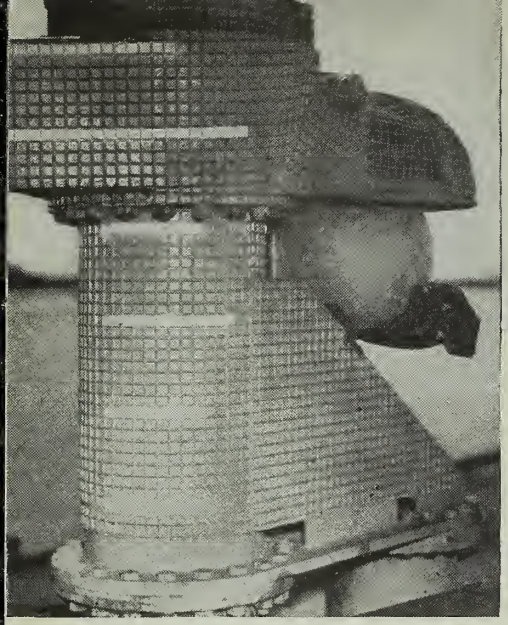
While the earlier ancestors of snorkel were concerned only with peacetime operations, it was not until 1927 that a Royal Netherlands Navy officer, Lieutenant Commander J. J. Wichers, now retired, began to evolve the modern concept of the "submerged dieseling system."

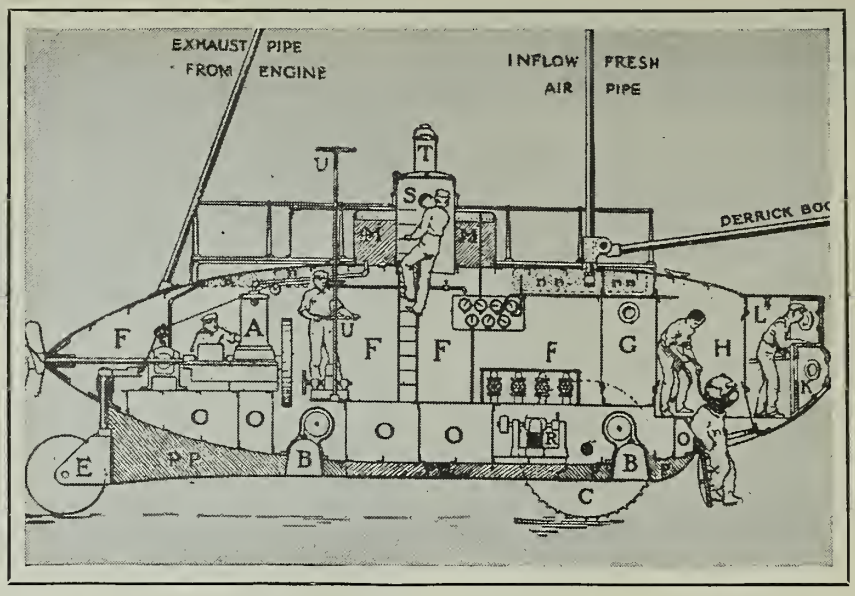
According to written material from the Netherlands Naval Information Service directed to ALL HANDS, Wichers perceived the need of some device to increase the submerged speed of the submarine. In the 30 years from 1904 to 1934, merchant vessels had been able to double their speed while the output of the electric battery system of propulsion in underseas craft remained essentially unimproved.

With the increasing difference in speed, the angle of attack for the submarine was growing smaller throughout the years. A diagram emphasized this to Wichers with graphic clarity—for instance, a submarine which had been able to stalk her prey from an angle of attack of 61° in 1904 would have had only 22° under the same conditions in 1934, because of the greater disparity in speed.

"This angle could he increased," the translation of the Dutch account reads, "if the submerged submarine would be able to sail on diesel engines, which would be made possible if air could be obtained. Lieutenant Commander Wichers then conceived the idea to make a pipe protruding above the surface of the water, through which the engines could inhale their breathing air."

For six years Wichers continued experimenting with this idea, at the end of which it was presented to the Commander in Chief of the Netherlands Naval Forces in the Dutch East Indies. "The aim of the plan," the information notes, "was to change the attacking tactics of the submarine. It could reconnoiter a target, then steam on the surface towards a forward position, then approach on engines while submerged, while the main attack





GERMAN 'schnorkel' (left) was installed on Type XXI submarines. Right: Sectional view of Lake's submarine *Argonaut*.

would be carried out on main motors."

By 1937 the Dutch Navy had two submarines, designated 0-19 and 0-20, fitted out with the new apparatus. "On these boats," the Dutch say, "the difficulties were mastered and the apparatus appeared to be a great success." Wichers found the angle of attack had increased back again to 65°, or a few degrees more than in 1904.

When war broke out in May 1940, with a five-day blitzkrieg of Holland, the new submarines 0-21, 0-22, 0-23 and 0-24 escaped to the United Kingdom but Wichers personally states that "unfortunately the apparatus was demolished directly after arriving there." The crew of 0-25 scuttled their craft in Holland, but the Germans marched in to take possession of 0-26 and 0-27. "To all probability," the information states, "the Germans also captured the building drawings and they could reconstruct the invention."

In the years that followed, the Germans made prodigious progress and by September 1944, their new Type XXI submarine, fitted with snorkel and larger batteries which doubled their submerged speed, began to appear in operations.

The impact of the snorkel-fitted Type XXI was summed up by Rear Admiral Charles B. Momsen, USN, Assistant CNO for undersea Warfare: "With this device, submarines were not required to come to the surface to charge batteries."

Radar had occupied a large part of the Germans' worries, and in snorkel they had a potent weapon against it. Fitted with snorkel breathing masts, the Type XXI subs were believed by the Germans to be only one-third as susceptible to radar detection as compared with types which were forced to surface to charge their batteries. By covering their snorkel and periscope with rubber coatings, they estimated that chance was lessened to one-ninth.

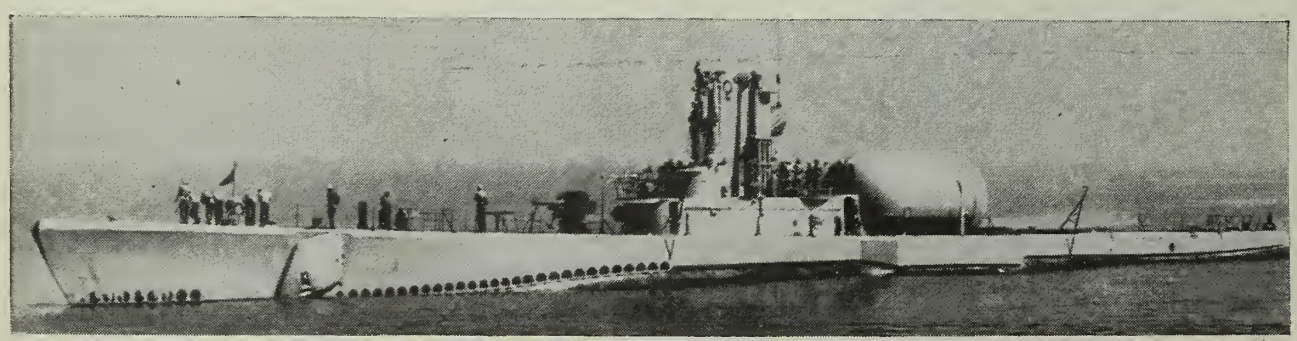
Airborne radar had forced Nazi subs out of the English channel and other concentration points. Now, with snorkel, they were able to return, remaining on the bottom most of the time and ascending only to snorkel depth to recharge batteries.

The air came in an intake trunk and a diesel exhaust lead expelled vitiated air from the engines. At the top of the mast and forming the head of the intake pipe was a floater valve which closed when water entered, thus shutting off the compartment until the pipe was free.

German success in the use of the device varied considerably. While U-1229 was able to proceed in the North Atlantic for more than 14 days, surfacing only 10 or 15 minutes each night to take navigational sights, and U-300 could cross the North Sea in only nine days largely because of snorkel, their compatriots in other vessels were having troubles.

Men from U-715 reported their snorkel floater valve would close for long periods causing the diesel motors to use up oxygen at a tremendous rate, creating a vacuum and producing ear trouble, nausea and complete exhaustion among the crew.

The same valve defect resulted in



TROOP TRANSPORT submarine *Perch* is snorkel equipped. The chamber on the after deck contains assault gear.

diarrhea among the crew of U-269, and diesel exhaust fumes frequently flowed through their compartments. Another U-boat, operating in the English Channel, frantically radioed German submarine control that two-thirds of her ship's company was suffering from carbon monoxide poisoning through use of snorkel.

The problem of maintaining trim also seemed to plague U-boat commanders, for the snorkel intermediate valve in many boats allowed a constant trickle of water to enter the submarine, necessitating the use of pumps.

The detective powers of radar diminished as snorkel increased detection difficulties, and American anti-sub chasers came to rely more on visual sight, for the snorkel always left a tell-tale track of smoke and haze.

Efficient or not, the new Type XXI was the last hope of the German Navy to recapture the glory of former wolf-pack days, and during the winter of 1943-1944 the entire resources of Germany were channeled into production of this submersible.

By that time, Allied planes were clouding German skies, and both industrial and naval centers were rocking under the impact of the block-busters. The Type XXI subs which had already been launched were experiencing many design difficulties which hampered their operations.

Germany was on the skids, irretrievably. Even their new Type XXVI, a radical design for which they estimated the astounding submerged speed of 26 knots through use of hydrogen peroxide for both engines and crew, could not have changed the tide had they been ready sooner.

While snorkel was an important innovation in 1944, its post-war luster is both overpolished and fading as new countermeasures reach perfection. In this winter's fleet maneuvers off Argentina (see p. 8), only one warship fitted with modern gear was "lost" while five snorkel subs were "sunk," even though they had a tremendous planned advantage in area and weather conditions and operational information.

The U.S. snorkel is greatly superior to the German production of the Dutch original, and the Navy's new anti-sub (and anti-snorkel) devices are a highly perfected secret unequaled by any other nation. In the meantime, the Navy is pushing research on new types.

It's a distinct possibility that snorkel, which arrived in World War II too late, will soon be outdated.



SHANGHAIED!—Two burly shore patrolmen recruit a 'volunteer' in an all-out effort to overcome an acute feline shortage in Grondal, Greenland.

Mouse-Maulers on Permanent Duty in Greenland

Although they didn't have much to say in the matter, six Navy cats are now on duty at the Naval Operating Base, Grondal, Greenland.

The unsuspecting cats, until recently strays at the Naval Base, Newport, R.I., sailed on the icebreaker USS *Whitewood* (AG 129) to Greenland. They disembarked for mousing duty in Grondal.

The cats were "recruited" for their northern trip when a high-ranking officer became aware of a disturbing deficiency in the facilities of the small base at Grondal. The barracks were neat and orderly, the administration building all naval efficiency, the messhall a paragon of cleanliness—yet something was definitely lacking. The captain thought awhile before it came to him—no cats!

On his plane back to the States he mulled it over in his mind. Grondal wasn't overrun with mice, by any means. He couldn't even recall having seen one. Yet cats were part of the defenses of any well-ordered naval base, and an emergency might arise at any time for which Grondal was unprepared.

When the call for able-bodied cats to sign on for a northern cruise was published at the Atlantic Fleet Personnel Office, there were no takers. Not a cat so much as twitched a whisker at the chance of getting to sea again—the old roving blood was dead. The love of high adventure had ceased coursing through the once-proud souls of the Navy's cats, whose valiant ancestors had sailed with Farragut, Decatur and John Paul Jones. The order was withdrawn.

Shamefacedly the Navy resorted to recruiting tactics it had never used before this time. There were press gangs in Europe in the old days, and the British had impressed many an American seaman in the war of 1812, but such things had never happened in the United States Navy. Six cats were shanghaied.

Forced into the high-handed methods of other fleets in other times, Navy men at Newport constructed a spacious cage, captured two stray tomcats and four niehetabels on the Naval Base and dispatched them to USS *Whitewood* waiting on the tide. They were released on board the icebreaker and well-fed during the trip.

Although the normal tour of duty at the remote base is nine months for other naval personnel, the Navy announced that no such rotational plans were contemplated for the mousers. Their assignment is permanent, and the Navy will not approve requests for change of duty.—LT T. H. A. Dorr, USN.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• COMMISSION CERTIFICATE—A standardized certificate of commission will be issued to all officers of the armed forces.

The new certificate will replace more than 40 forms of varying styles and sizes formerly used. It will be engraved on fine artificial parchment, 11 by 14 inches. The old forms ranged from genuine parchment, 16 by 20 inches, for admirals and generals, to others three and one-half by eight inches printed on bond paper.

Elaborate engravings appearing in the heading of the old forms have been replaced by the Seal of the United States. The salutation will be standard on all forms, and is adapted for use in commissioning both male and female personnel. Space has been left under the salutation for the engraver to strip in the name of the department issuing the certificate. The name of the secretary of the department signing the certificate will also be stripped in by the engraver.

All names, ranks, etc., will be typewritten on the certificate. Previously these insertions were made in script or by special typing. By using an ordinary typewriter in entering this information, carbon copies can be made for filing and minimize clerical cost. Storage space will be conserved by the elimination of the many sizes and styles of forms now in use.

In addition to being used by the Army, Navy, Marine Corps, Air Force and Coast Guard, the new certificate of commission will be used by all Reserve components of these organizations.



Loud, Long Words Are Best on Radio-Phone

The Navy and two universities are making studies of the intelligibility of speech over radio-telephones under combat conditions.

The Navy's portion of the diction tests is being conducted by the School of Aviation Medicine and Research, Pensacola. Florida. Physicians, psychologists and technicians making the experiments are convinced that speech intelligibility in the midst of noise can be improved. They are striving to compile a working vocabulary of 5.000 words most easily understood under such conditions.

Of 200 flight instructors checked, it was found that the radio speech under flight conditions was unintelligible 24.5 per cent of the time. The speech of all was intelligible all the time under normal conditions. Forty per cent of plane-to-ground messages on training missions had to be repeated, tests showed. Speech scores of men with combat experience were no better than those of pre-flight students.

The study has revealed that people from different portions of the nation sometimes have difficulty in understanding each other. The greatest barrier in that respect appeared to be between southerners and New Englanders. Midwesterners have the best noise-penetrating voices, while Texans have a hard time understanding each other.

The two facts revealed most definitely thus far are that loud speech is more intelligible than soft speech when spoken over radio in noisy places and that long words are more intelligible than short ones.

• SCHOOLS RENAMED—Redesignation of U. S. Naval Schools, Refrigeration, at Norfolk, Va., and San Diego, Calif., became effective 1 January. The two naval schools now are known as Naval Schools, Air Conditioning and Refrigeration. By the new designation, BuPers announces that it better indicates the scope of training conducted and emphasizes the increasing importance and utilization of air conditioning in the Fleet and shore establishments.

• COMMAND COURSES — Every Navy officer should understand naval strategy and tactics, logistics and joint operations with the Army and Air Force in order to assume command responsibilities.

Correspondence and resident courses which will assist officers in preparing for the exercise of command are outlined in BuPers Circ. Ltr. 213-48 (NDB, 15 Nov 1948). Background subjects are suggested for officers to study. These include history, international relations and politics, economics, international law, geography and ethnology. The correspondence courses also provide preliminary training for officers who may later attend resident courses at any one of several Navy or joint colleges and schools and assist in qualifying for promotion to certain grades.

• EXAM TECHNIQUE — A new training technique is being used by one Navy activity to keep tab on instructors as well as on students.

The innovation consists of examinations prepared by a central board and not seen by the instructor. If a majority of students in a class flunk the test, the quality of instruction is improved—either by additional instructor-coaching or by more capable instructors.

The Naval Air Training Command borrowed the plan from a leading university and is employing it at NAS Pensacola, Fla., in training naval aviators. The examining board prepares tests on all subjects that students are expected to have learned thoroughly. The overall results of examinations are studied and weak elements in the instruction are noted, permitting improvement in teaching methods.

Instructors are encouraged to suggest questions to be used in examinations, but these questions can be rejected by the board. The plan is regarded as highly effective in training pilots for the fleet.

Destroyers Will Carry Names Of Four Fighting Admirals

Four Navy fighting admirals who have died since World War II will be honored when four destroyers now under construction are launched.

The admirals whose names will be given the new DDs are Admiral Marc Andrew Mitscher, Vice Admiral John Sidney McCain, Vice Admiral Theodore S. Wilkinson and Vice Admiral Willis Augusta Lee.

The new destroyers will be larger than 2,400-ton predecessors and will have a dual purpose. They will be primarily anti-submarine vessels, but will have sufficient speed endurance and sea-keeping ability to permit them to serve with fast carrier task forces.

• **SECURITY**— All ships and stations have been cautioned against furnishing information to outside agencies that might compromise security.

Personnel have heen directed to exercise discretion in answering survey questionnaires which are circulated occasionally among naval personnel, civilian employees of the naval establishment and to private industrial and educational organizations engaged in research and production for the Navy.

It was pointed out these questionnaires request information on a wide range of subjects, and while each individual's answer may appear to give scant information, compilation of these answers on a large scale might form such an important amount of significant information that, if available to unauthorized persons, would not be to the best national interests.

Information obtained on a large scale by asking apparently harmless questions might delineate those areas of the nation which are essential to defense, and which would naturally receive first priority in internal security matters.

Stating the Navy Department neither desires nor intends to withhold any information from the public that can be released without imperiling national interests, it was asserted the Navy does not wish to impose a feeling of constraint upon its personnel, employees or contractors. However, the Navy considers it essential that every individual evaluate thoroughly all requests for information and bear in mind both the source of the request and the type of information requested.

In many cases where it is difficult for the individual to evaluate the possible effect of answering certain queries, the field offices of the Office of Naval Intelligence will, when requested, give advice on those questions which should or should not be answered.

• **HOME STUDY**— The first of approximately 75 new correspondence courses is now available to officers of the Regular Navy and Naval Reserve.

The new course—*Mission, History and Organization of the Civil Engineer Corps*—is part of the Navy's broad program of home-study training in general and specialized subjects. Early 1949 will find the following additional courses available: *Photography, Seamanship, Diesel Engines, Deck Officer Communications*, and *Introduction to Supply*. ALL HANDS will announce in future issues when these and other courses are availahle.

The course now ready for distribution is designed particularly for officers of CEC and CECS classifications. Under conditions to be announced later. these officers will receive promotion and/or retirement credits for satisfactory completion of the course.

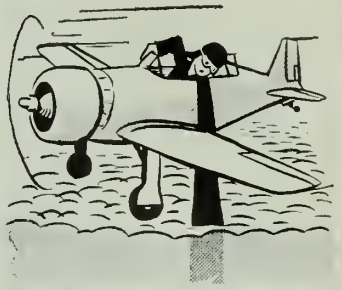
The course is composed of six assignments, based on newly-prepared textual material. Although it is designed primarily for officers, the course is available to enlisted personnel who have heen recommended by their CO as prospective officer material.

Persons wishing to enroll in the course should apply to the Naval Correspondence Course Center, Building 4, New York Naval Shipyard, Brooklyn, N. Y. This is the only activity conducting the new courses.

• **INSURANCE PREMIUMS** — Continuation for another year of monthly premium rates currently in effect on insurance involving extra-hazardous duty for officers is announced by Alnav 76 (NDB, 30 Nov 1948). The rates, as announced hy the Navy Mutual Aid Association, are $5.30 for aviation members and $2.50 for submarine members. Allotments now active will he continued throughout calendar year 1949, the directive states.

Membership applications to the association may be made by regular permanently commissioned male or female officers, and warrant officers of the Navy, Marine Corps and Coast Guard on active duty. Applicants cannot he older than 45½ years. Navy midshipmen and Coast Guard cadets also are eligible.

HERE'S YOUR NAVY



In three years of GCA, 151,700 successful plane landings were made with the assistance of Navy ground control approach units. Of this world-wide total, 6,576 were actual instrument landings where the plane was brought in under bad weather conditions.



In utilizing ground control approach, or "GCA," an operator on the ground tells the pilot the course he should take and the diminishing altitude he should assume to bring the plane to the runway for a safe landing. The ground man "sees" the plane via radar and "talks it down," even when visibility by eyesight is zero.

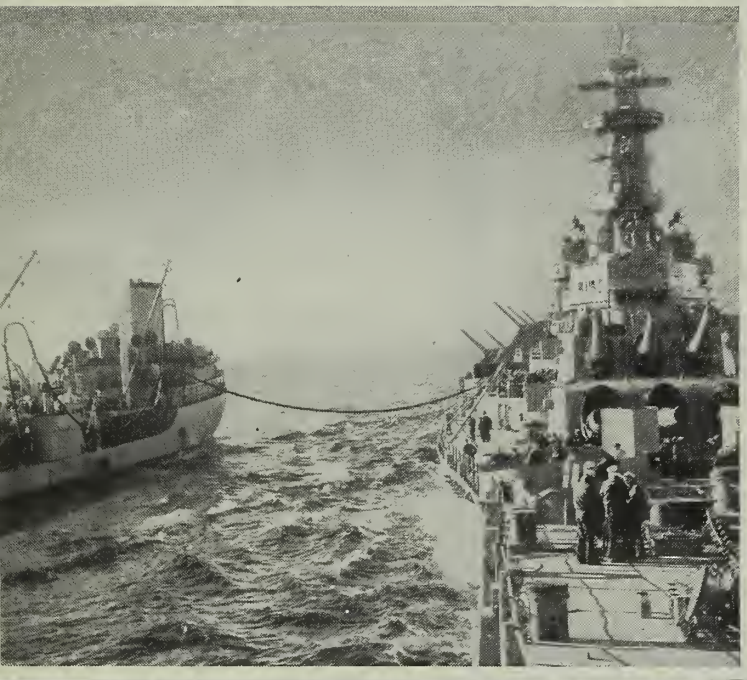


The Navy operates 36 GCA units, nine of which are located on fields outside the U.S. Three of the total are Marine Corps units. GCA, the most widely used instrument landing system in the armed services, has added much to the success and safety of "Operation Vittles" during bad weather in Germany.

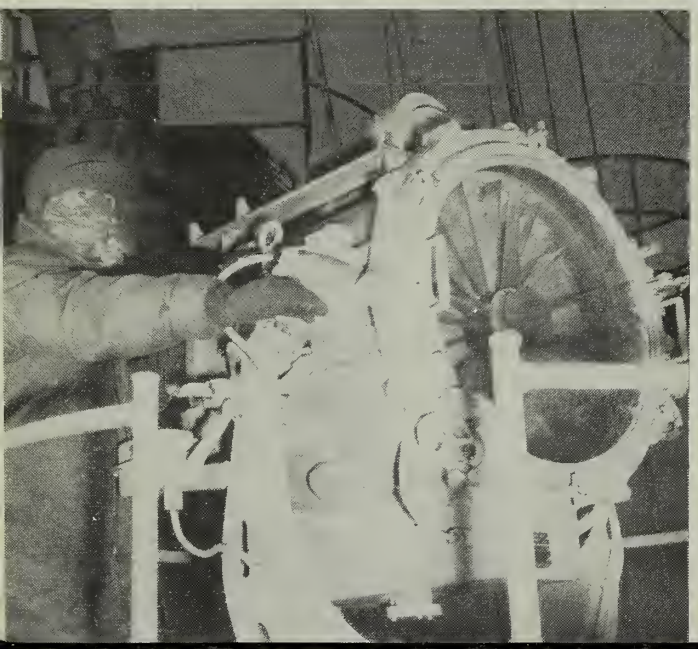
TESTING S

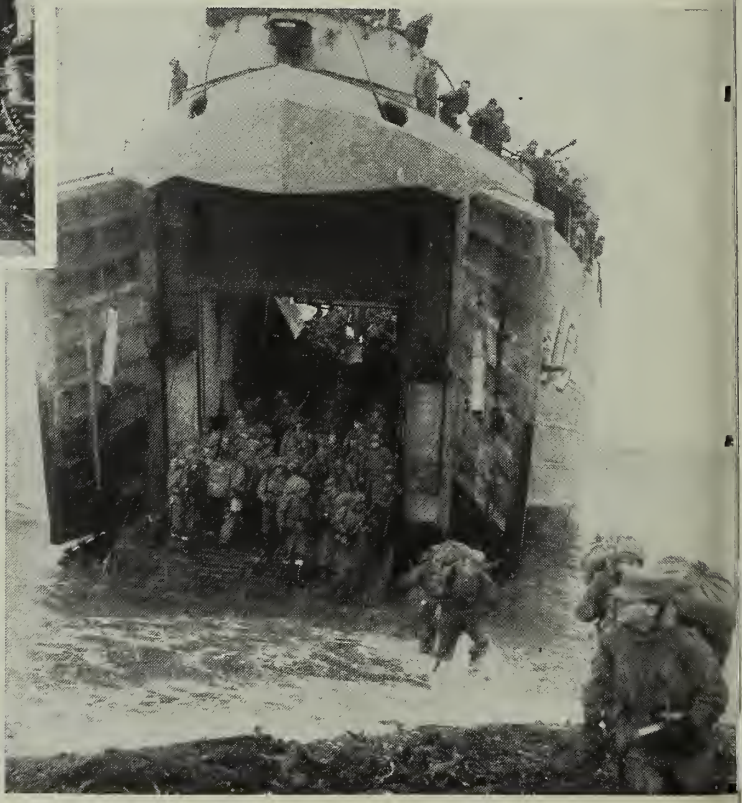






IMPORTANT test of Navy's present strength, North Atlantic maneuvers were termed largest and most authentic since war's end. Above: Snow storm off Labrador slashes across flight deck of *Kearsarge*. Above left: *Juneau* replenishes ammo stocks from supply ship alongside. Center: *Missouri* refuels during operation. Below left: Bundled in cold-weather gear, sailor signals another ship of 2nd Task Fleet. Below: Marines land on Argentia from LST 1041.





SHIPS AND MEN

WHEN the Navy's Second Task Fleet steamed to the Atlantic's frigid northern waters last November, answers to many questions were being sought. Today experts are evaluating results of the cold weather exercises—termed the largest and most vigorously prosecuted in the North Atlantic since World War II.

Several thousand men participating received valuable training and experience in the Navy's accelerated anti-submarine warfare techniques. The entire operation was intended to test the Navy's postwar strength, its readiness and maneuverability under combat conditions.

Air, surface and undersea craft were put into play as the 100-warship task force engaged in simulated battle engagements. The entire month-long exercises were in three phases:

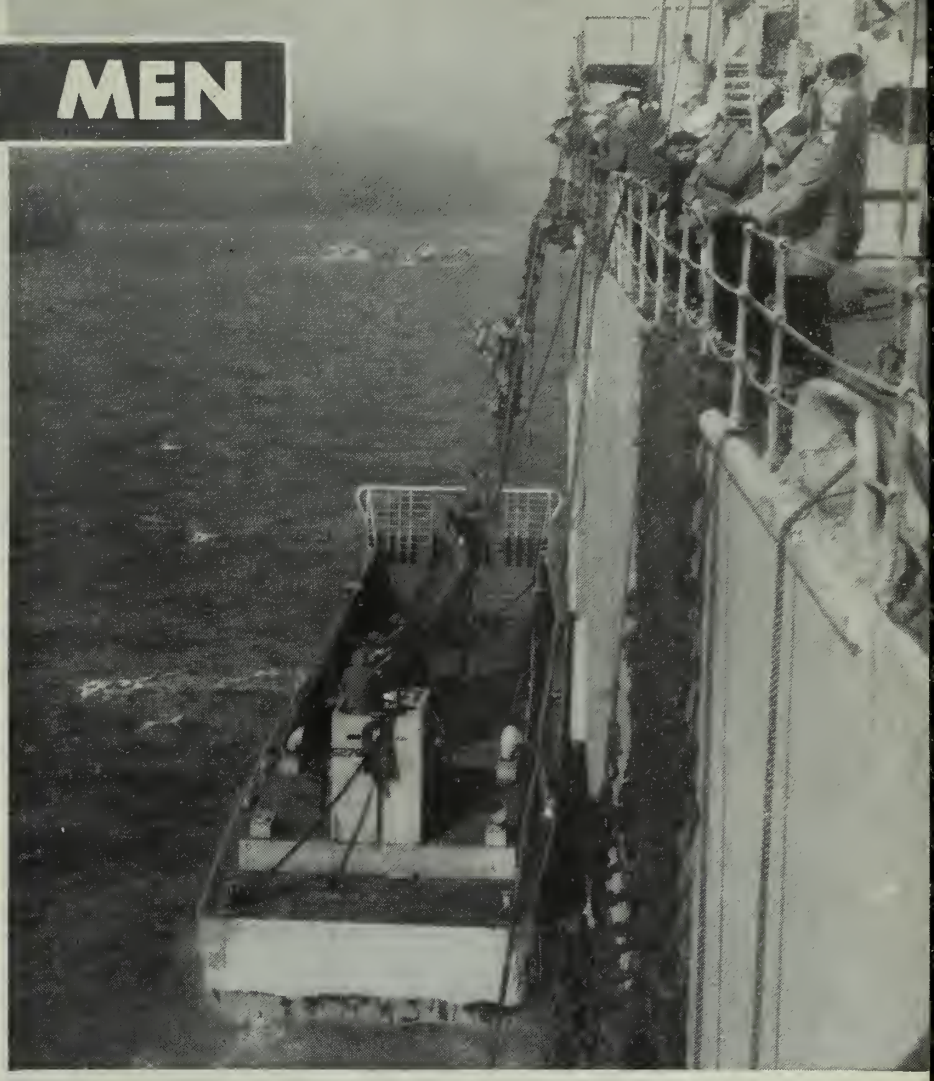
- Operational maneuvers with emphasis on anti-submarine warfare.
- An amphibious attack and landing at Argentina, Newfoundland.
- Coordinated problems engaging air, surface and undersea craft.

Ships of an amphibious force, representing a merchant convoy, were supported by a hunter-killer force (the anti-submarine team). This "invasion" fleet was continuously subjected to attacks of Fleet and snorkel-equipped "guppy" submarines. By keeping the convoy and its support in close contact with the subs, rugged tests were made of advanced anti-submarine warfare techniques.

At the same time, despite unfavorable weather conditions, effective coordination was maintained between surface ships and land and carrier based aircraft. By the time Phase II was to commence, a striking force including the flagship USS *Missouri* (BB 63), steamed into position for bombardment and landings on Newfoundland shores.

This force, including *Essex*-type carriers USS *Leyte* (CV 32), USS *Kearsarge* (CV 33) and USS *Philippine Sea* (CV 47), the cruisers USS *Fargo* (CL 106) and USS *Juneau* (CL 119) and 19 destroyer types, previously had engaged in intertype training enroute to the invasion rendezvous.

Effectiveness of the Navy's undersea forces against equipment used in World War II was demonstrated when they successfully attacked the invasion fleet. This, however, only served to emphasize that ships equipped with modern equipment not only are capable of standing up to the modern submarine but actually have the edge on them. Submarines "sank" only one of eight ships equipped with modern equipment. The modern ships, on the other hand, "sank" five of the latest type "snorkels" despite the fact that the odds of weather, area and operational information were on the side of the submarines.



SCRAMBLING over the side into landing barges, Marines prepare to hit the rocky Argentia beaches. Maneuvers provided valuable all-weather training.

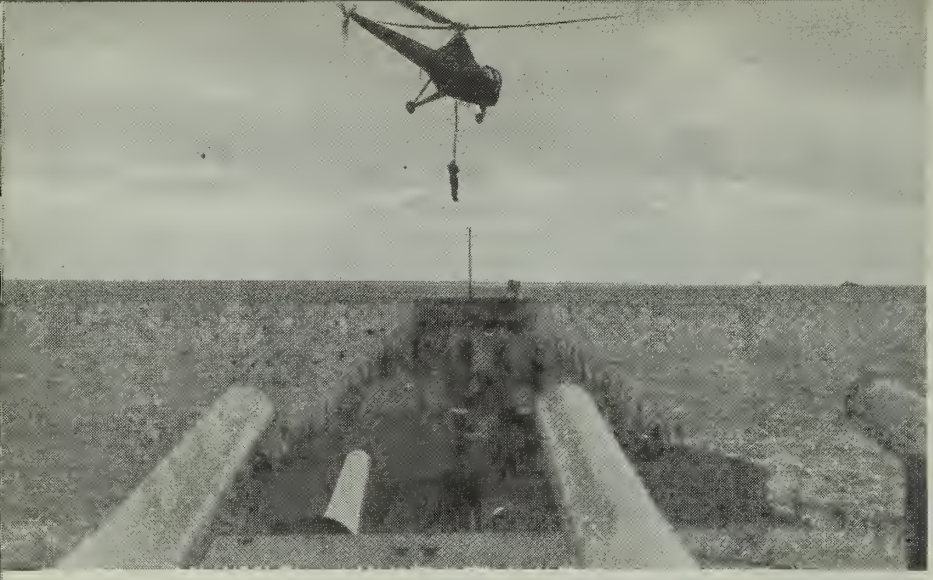
Marine Corps units successfully landed on the beaches. Objective was Argentia and its heavily defended air base.

Augmenting the usual defense of the amphibious attack force was a hunter-killer force consisting of two carrier escorts USS *Mindoro* (CVE 120) and USS *Sicily* (CVE 118), plus 14 destroyer types. Enroute to the "enemy" objective the attack force received support from a carrier striking force.

Naval land-based aircraft meanwhile had moved to northern bases, teaming up with the submarine defenders. Initial assault of units from the Second Marine Brigade proved successful after two mine divisions cleared the approaches. An underwater demolition team made beach reconnaissance, destroying obstacles to the landing.

Previously the necessary "softening up" process was carried out by air strikes from fast carrier air units of the more than 500 airplanes participating. The battleship *Missouri*, cruiser *Fargo* and a destroyer division simulated intensive bombardment. Rocket ships neutralized the beach.

Planes, piloted by marine flyers from the escort carrier USS *Palau* (CVE 122), supplied air coverage to the invading forces as they established a beachhead. Special Arctic assault gear was worn by the marines



VERSATILE helicopters proved useful in the delivery of mail and personnel.



PLANEHANDLERS move *Bearcat* forward on the flight deck of *Philippine Sea*.

as they stormed ashore in 34-degree temperature.

Helicopters demonstrated throughout the maneuvers their usefulness in the delivery of mail and for the ship to ship transfer of key personnel.

Foggy weather and rain hindered early operations which generally were conducted under heavy skies. Where positions of the assault armada were known by the defending submarines during the first successful strike, dropping of certain restrictions in the third phase made the problem correspondingly more difficult for the undersea fighters.

As the carrier striking force moved north—supported by the anti-submarine team and land based aircraft —"guppy" type subs carried on a 12-hour attack in the icy waters of Davis Strait. At the northern tip of the course, between Labrador and Greenland, the striking force encountered foul weather. Various intertype and flying exercises were executed, including transfers of simulated patients to the hospital ship USS *Consolation* (AH 15), and refueling at sea.

On its return trip, the striking force again was subjected to relentless attacks of the submarines. This time, however, the force steamed at an average of 16 knots, using 25-knot spurts only when submarine contacts were made. Aided by land based planes, the hunter-killer group and the weather, the invasion fleet by zig-zags and evasive maneuvers gave the subs a run for their money.

A fast carrier air strike on the Naval Air Station at Atlantic City, N.J., and against Chincoteague and Oceana, Va., brought the exercises to a close.





DIVER dresses to go down in the frigid waters off Argentia (left). Right: *Kearsage* chief explains radar gear.





Happy in Their Hobby

LIBERTY in New York, Atlantic City and Philadelphia runs a poor second to a night on station for hobbycrafters at NAS Lakehurst, N.J.

The men pride themselves that their hobby shop is one of the best on the East Coast. For a great number, it is the hub of local night life that differs substantially from but rivals closely that of "the outside."

One of the by-products of this enthusiasm was the holding of the annual meet at NAS Lakehurst of a Trenton club of race car builders and fans. Much to the delight of approximately 1,000 spectators, 76 contestants raced their models around a special track built at NAS Lakehurst during the summer.

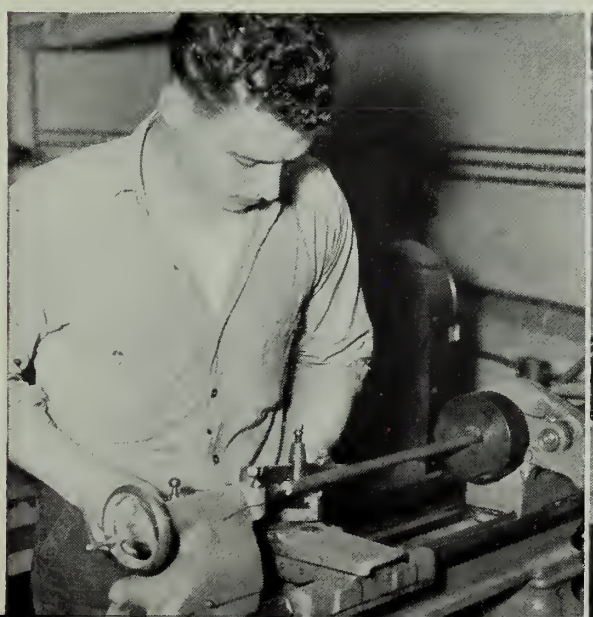
Another section of the hobby shop, the auto garage, holds space for six passenger cars. Parts and accessories can be bought at reduced prices and work can be done on autos with new valve and other repair equipment.

The hobby shop also has sections for ceramics and woodworking, in addition to a well-equipped photo lab with automatic dryers and six contact printers.

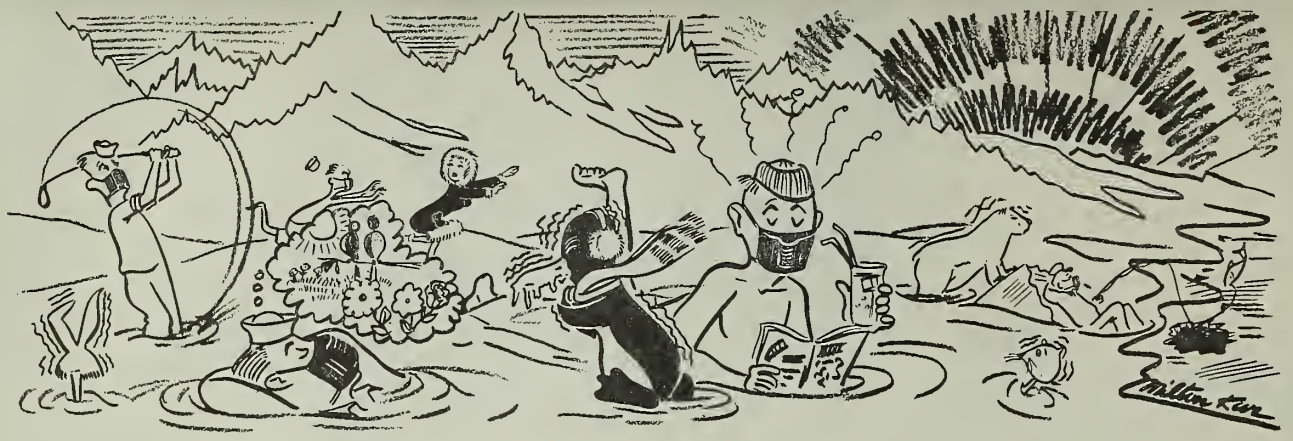
Perhaps the most enthusiasm can be found in the leather carving and tooling section, where personnel make hand bags, billfolds and other items of leather at a minimum of expense and a maximum of enjoyment.



ENTHUSIASTIC hobbyists pursue a variety of interests including (clockwise beginning top left) leather-tooling, high-powered midget hot-rods, furniture work, scale model trains and precision metal lathe work.







New Device Makes Arctic Living Easier

HUMAN survival in the coldest weather on earth may be made easier in the future if present expectations are fulfilled for a new gadget known as an Arctic breathing device.

Designed to conserve the great amount of body heat and moisture lost through normal breathing, the gear is being developed by scientists working under contract with the Office of Naval Research.

A test model has withstood trials with considerable success. If the finished device is as efficient as present studies indicate it might be, the Navy will have solved a basic problem in living wherever the temperatures range far below zero.

Human beings lose heat and moisture through two principal causes —through contact with atmosphere colder than body temperature and through the necessary warming of inhaled air.

Loss of heat by contact with air colder than the body is stopped through use of adequate clothing—but there is a limit as to the good clothing can do. Approximately 40 per cent of the total heat loss is through breathing, regardless of quality or quantity of clothing.



WE homeotherms are sensitive to small changes in body temperature.

The answer to this pressing problem seems to have been provided by the Arctic breathing device. If the perfected, final product matches the efficiency of the test model (scientists think it will easily exceed test model efficiency), personnel at work in 14° below zero weather through use of the Arctic breather will take in air at plus 75° Fahrenheit.

Another example:

Personnel with an Antarctic expedition during winter might find temperatures of 70° below zero, a blistering, cutting cold that feels as though it actually slices into the forehead and nasal passages when inhaled directly. But if breathed through the new device, air of this temperature would be raised to plus 64° Fahrenheit—just like spring back home.

Since cold weather is normally very dry, loss of moisture is another problem which the Arctic breathing device takes care of. Its main function, that of capturing heat and moisture from exhaled air and transferring both to inhaled air, is performed inside a small canister containing a metal sheet wound to form gradually converging passages.

Exhaled air is breathed into a mask covering both the nose and mouth and is carried into the center of the canister through a tube. Although the canister is only a few inches in diameter, the exhaled air must go through several feet of passage within the canister before reaching the outlet valves.

Before it reaches those valves, all the heat and moisture is extracted by the walls which separate the passages. The walls are mutual between the passages, with the result that inhaled air picks up the heat and moisture before reaching the body's respiratory system.

Chances are the finally completed breathing gear will look similar to an ordinary gas mask, except that the eyes probably will not be enclosed. Because it will offer less "resistance," breathing will be much easier than through a gas mask. The Arctic breather also will weigh less—something under a pound according to estimates by the scientists in charge of its development, Dr. Norman E. Phillips and Mr. Loyal Goff of the University of Maryland.

Expired air is not rebreathed again from the canister, for the continued increase of carbon dioxide would result in nausea, headache and even death. It leaves the canister through one passage and inspired air comes in the other.

The canister contains the secret of the mechanism's success. So simple is the working principle that it was perhaps for that reason scientists studied the problem for years without success. This research, performed in wartime, centered around complex mechanical warmers and electrical heaters which were either too unwieldy to be considered or didn't work at all.

Regarding body heat, man is a tender animal indeed. (Man *is* an animal, according to a report of the Office of Naval Research which reads, "The homeothermic animals, of which man is the most important example . . .")

We homeotherms are extremely sensitive to small changes in body temperature, which is normal at 98.6° Fahrenheit. A drop to 86°-90° results

in lethargy on unconsciousness, and a further drop to about 84.5° usually brings death.

The body gets its heat from the biological oxidation of food—carbohydrates, fat and protein — and the amount of heat derived is equal to that of simple burning, except that proteins give somewhat less heat in the body.

When a human becomes cold, several natural processes automatically set in to partially take care of him. Shivering increases heat production, skin pores close up tightly, the heart beats faster and the blood is pooled into the warm internal organs. "Gooseflesh" which arises on humans, while of no value in heat retention, brings out man's similarity in one respect to the lower homeotherms, such as furry animals and birds, whose sets of similar muscles cause erection of hair or feathers, thus increasing insulation.

In addition to natural compensation, man has also come to rely upon artificial adaptation to temperature changes through use of stoves and clothing.

Natural or artificial, these means may not be enough in below-zero weather. To use the temperature examples already cited, recent studies indicate that at 14° below zero the body uses up 15 per cent of its heat output in the simple process of warming and humidifying respiratory air. And at 70° below zero Fahrenheit, the body requires 17 per cent of its heat output for normal breathing. Although heat production is stepped up in colder weather, increasing quantities are necessary for respiration.

But—

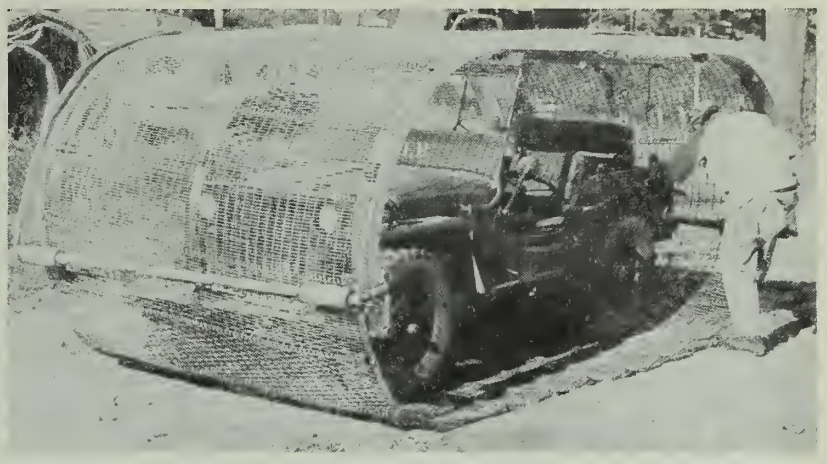
Four-fifths of the heat normally required for breathing were saved by the first test model of the Arctic breathing device. While this is a very enheartening gain in itself, high hopes are entertained by ONR and participating scientists that the perfected device will increase that figure to 100 per cent conservation, or close to it.

Homeothermic man, through science, is rapidly becoming an all-weather creature.

Mustang Convention Planned

The second annual "mustang convention" of the Association of Naval Officers From the Ranks has been scheduled for Saturday, 5 March, at Norfolk, Va.

Inquiries about the convention or about the ANOFR itself may be addressed to National Executive Secretary, 4702 Miller Ave., Bethesda 14, Md.



SQUIRREL CAGE has been developed for driving jeeps over bogs and soft beaches. Matting forms an endless roadbed completely around the vehicle.

Marines Perfect Landing Force Equipment

The Marine Corps is determined that no new and improved equipment escapes its notice and equally determined that no new equipment reveals unexpected flaws during combat.

The Marine Corps Equipment Board at the Marine Corps School, Quantico, Va., is the organization that looks after such matters. The board develops, tests, and perfects the equipment used by landing forces in amphibious operations. In addition, it tests material and equipment developed by other services for landing force use.

One of the most interesting innovations tested lately is a "squirrel cage" for jeeps. It consists of continuous road matting which runs under the wheels and over the top of the vehicle, providing a continuous tread wherever the jeep goes.

An example of flaws in equipment shown up by equipment board tests is the paper blanket failure. Once, when the Marine Corps was interested in paper blankets—known for their lightness, economy and wind-stopping qualities—a detachment of leathernecks was sent out by the board in winter to try them. The blankets, it was found, were not durable when exposed to rain and wet snow.

The board also is testing a 42-inch circular saw mounted on a two-wheeled self-propelled tractor frame. This machine can saw down 40-inch trees, and stumps are left flush with the ground. It is valuable in clearing roads for combat and supply equipment coming ashore.

Another piece of equipment being tested is a light portable sawmill. This machine can be used to turn out lumber on the scene for building encampments and installations after a landing.

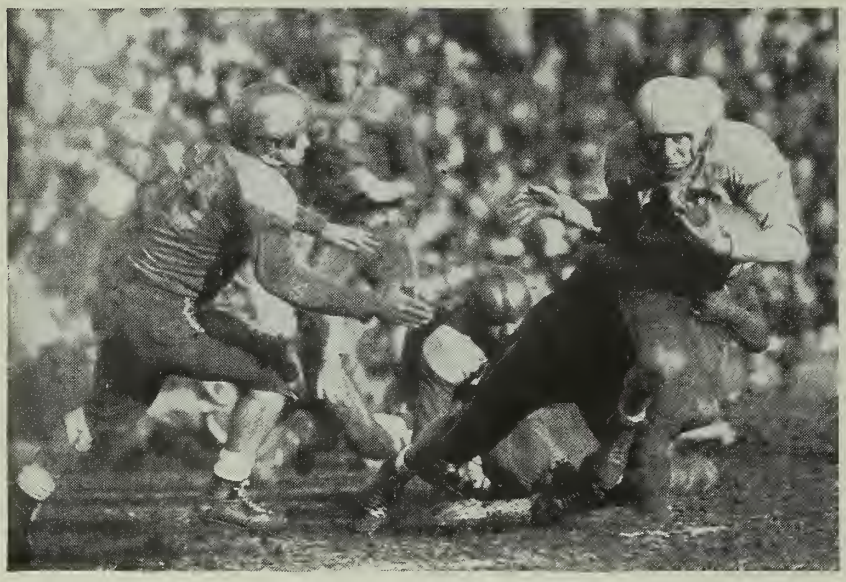
Other items being tested by the Marine Corps Equipment Board include high-speed aerial delivery equipment, camouflage nets and improved packs.

Laying communication wire through rugged terrain by helicopter is an operation which was tested lately. Earlier, the board took part in tests of underwater breathing equipment for land vehicles which permits them to be driven through water four feet deep.



SELF-PROPELLED saw is being tested by the Marines for possible use during amphibious operations.

Quantico Marines Win Second All-Navy Football Championship in a Row



SCATBACK Ben Moore, Jr., a consistent performer throughout afternoon, rips off yardage for Quantico before MCRD players haul him to earth.

The power-packed Quantico Marines landed their second All-Navy football championship in a row by defeating the hard-fighting but outclassed gridironers from the Marine Corps Recruit Depot, San Diego, Calif.

In one of the most colorful All-Navy contests ever held, the rampaging Devildog squad from Quantico, Atlantic champions, marked up their 24th consecutive victory by rolling over the Pacific champs by a 21-0 score before a crowd of 18,000 fans at Foreman Field, Norfolk, Va.



Queen of All-Navy football championship, lovely movie starlet Terry Moore gives out with a big smile.

For awhile it appeared the San Diego leathernecks, sparked by the play of Volney "Skeets" Quinlan, CPL, USMC, might hold the favored Devildogs. However, after a scoreless first quarter Quantico began to move. With Backs Dick Ambrogi, Joe Bartos, Rudy Flores and Ray Schuett handling most of the offensive machinery, Quantico scored on the second play of the second quarter when Back Joe Bartos whipped a pass to end Ray Pfeifer who lugged the hogskin eight yards into the end zone.

Quantico scored again late in the second quarter when Quarterback Flores heaved a pass to End Earnest Hargett on the eight-yard stripe, who loped across to score.

The Devildogs' final tally came in the fourth period when Center Bill Jesse intercepted a pass and galloped 70 yards to paydirt behind good blocking. Devildog Back Tony Messina handled the conversions, booting strikes after all three touchdowns.

Time after time offensive threats by the Pacific champs were stopped cold by Quantico's line play. MCRD's longest gain of the day was a thrilling 60-yard sprint by Back Garrett Scott to Quantico's 28 yard line where he was caught from behind by Quantico Back Bob Scott.

After the end of the game the "Burroughs Trophy," a regulation-size gold football. was presented to the player picked by the 56 sports writers covering the contest as the outstanding player in the game. The award went to San Diego's backfield star, Volney Quinlan.

The two teams appearing in the All-Navy football finals had earned the right to appear by winning the championship of the Atlantic and Pacific areas. The Quantico Marines became Atlantic football champs after defeating the Amphibious Base, Little Creek, Va., squad 18-0 in the Atlantic All-Navy semi-final game. The Marine Corps Recruit Depot, San Diego, Calif., team reached the finals after trouncing the NAS Pearl Harbor, T.H., eleven 39-0 in the Pacific semi-final All-Navy contest.

A series of innovations added color to the game, which was sponsored by the March of Dimes and the Navy Relief Society. The contest was broadcast over a nation-wide radio network by one of the country's top sports announcers, and sportswriters from many of the country's outstanding newspapers covered the game from the press box. In pregame and halftime ceremonies several Marine Corps and high school bands marched in formation, and the national anthem was sung by a famed concert singer.

Just before game time a Navy helicopter hovered over the field and settled down on the 50-yard line. A pretty model hopped out and presented the game ball to the officials. Later a Hollywood starlet, with six



AIRBORNE!—San Diego backs leap desperately to flick pass from hands of the intended Quantico receiver.

models as her attendants, was crowned Queen of the All-Navy game.

Carrier Team Wins

Sports-minded sailors of USS *Kearsarge* (CV 33) are piling up a string of victories that stretch from Gibraltar to Argostolio, Greece.

Operating in the Mediterranean area, *Kearsarge* has been taking on all comers. The carrier's basketball team is playing the year around, racking up victories over ships of the Sixth Task Fleet as well as many exciting contests with European teams. The ship's quintet took on British, French and Italian quintets in Tripoli, Cannes and Naples.

Kearsargemen have also been busily engaged in baseball, softball, soccer, tennis and boxing. During the summer their baseball team was undefeated in fifteen games. The softball team met some rugged competition from cruisers, destroyers and auxiliary Fleet units, but shaped up good on the win side of the ledger.

In an attempt to beat the natives at their own game, the vessel formed a soccer team. Although they didn't fare so well against veteran local teams, the fact that American sailors would eagerly tackle them at their own game made an excellent impression on native clubs.

The carrier's boxers have been busily swapping leather with other fighters at inter-fleet smokers. Some of these contests are broadcast to ships of the Fleet by TBS.

Kearsarge never experiences any trouble finding competition. The appearance of an American warship in an European port seems to be a signal for matchmakers to get busy. The "Circule Itali" in Tripoli, the "A.P. Napoli" in Naples and the "Association Sportive" of Cannes is providing them with competition of the finest caliber.

New Athletics Director

Captain Henry Howard Caldwell, USN, former Naval Academy football star and coach, has been named to succeed Captain Thomas J. Hamilton, USN, as director of athletics at Annapolis.

Captain Caldwell has been on duty at the Academy since June 1948 as head of the Academy's department of mathematics and served as officer representative for football. Captain Hamilton will retire 1 Feb 1949 to become director of athletics at the University of Pittsburgh.



WATCH your step, Miss! Pretty model Georgiana Rake arrives by helicopter to present ball to officials at All-Navy championship football game.

Commercial Fishing in Pacific

Trust Territory of the Pacific Islands, rich in a variety of commercial type fish, is now open to commercial fishing operations.

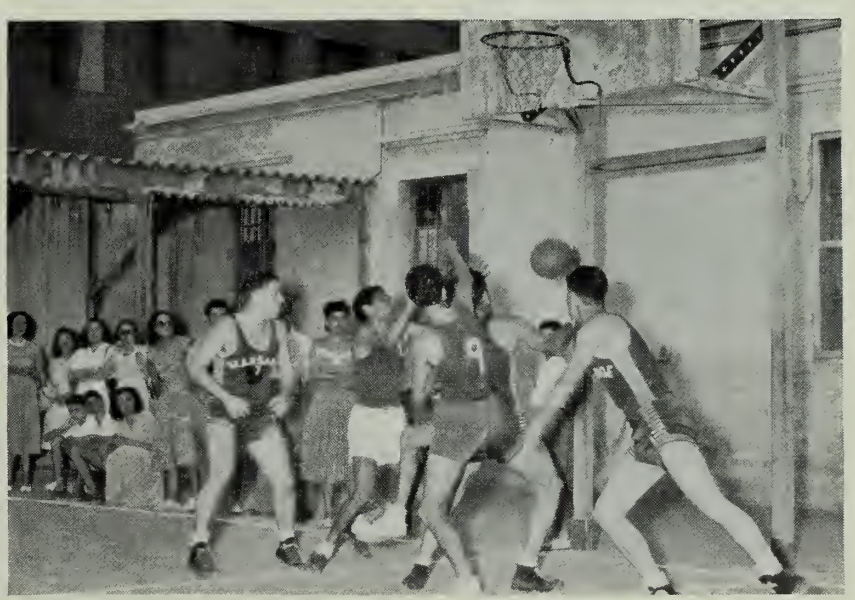
The fishing resources of the area will be open to all nations on a non-discriminatory basis, upon approval of the Deputy High Commissioner. Licenses may be revoked or modified wherever security or the interests of the local inhabitants are threatened. The Trust Territory, under the authority of the U. S. Navy, comprises the Marshall Islands, the Carolines, and the Marianas, excluding Guam.

All-Navy Sports Rules Changed

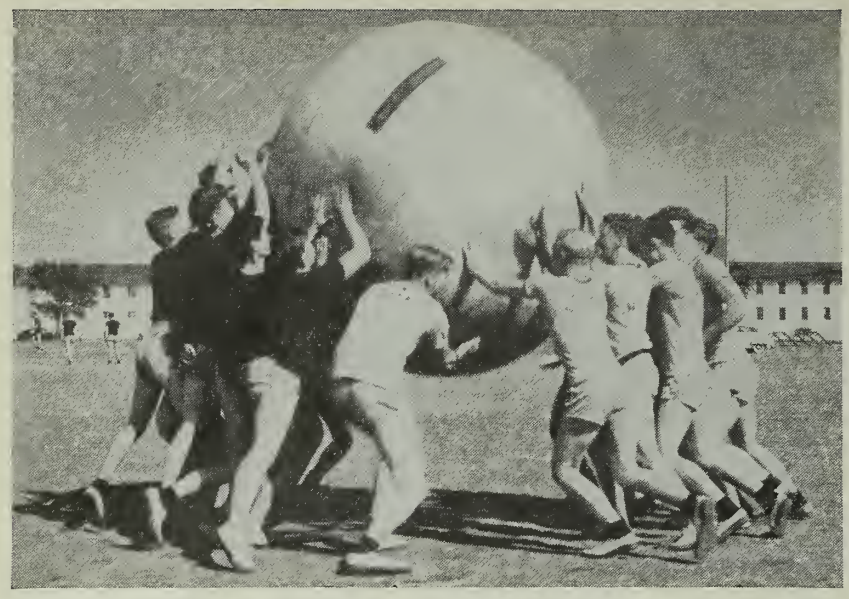
Several sweeping changes have been made in the rules for All-Navy sports competition.

All naval activities, either Fleet or shore-based (with the exception of four naval air stations), will be allowed to combine to form a team at the beginning of the season with other units located within the physical boundaries of the activity that provides logistic support. This rule will apply for All-Navy softball and baseball competition during 1949, and for All-Navy basketball competition in 1950.

The four naval air stations restricted



BASKETBALL team from USS *Kearsarge* (CV 33) tackles scrappy Italian quintet at Tripoli. *Kearsarge* athletes have record of wins over European teams.



DON'T PUSH me around, Mac. Men at NTC Great Lakes, Ill., grunt and shove in a pushball contest. NTC athletes are on the ball in many different sports.

to using only the personnel in ship's company are NAS Norfolk, Va.; NAS San Diego, Calif.; NAS Alameda, Calif., and NAS Patuxent, Md. These air stations are considered to have sufficiently large complements of both ship's company and Fleet personnel to field two teams in the three mentioned sports.

For All-Navy football competition any naval activity may combine to form a team at the beginning of the season with smaller units or activities located within its physical boundaries that furnish, or is furnished, logistic support.

The question of whether an activity is eligible to combine with personnel from another activity or unit within its physical boundaries is determined by several factors. First, the team formed must represent the larger activity. If the shore station has a larger complement of personnel than the Fleet units located therein, then the team will represent the station. If the single or combined complements of Fleet units located at a shore station are larger than the shore station's complement, then the team will represent the Fleet units.

There must be a definite logistic relationship between the combining activities. All activities and units furnishing personnel for a combined team must be receiving support from a common, local recreation fund.

Rules regarding augmentation from all teams within an All-Navy sports group after the group champion has been selected remain in effect. However, in the case of All-Navy football competition, augmentation may not take place before 15 November, or when the group championship is decided, whichever is the later date.

These revised rules become effective with the 1949 softball season.



TOSS UP is between M. Davis, TEC, (left) and W. Mannix, YN3. NavSta San Juan, beat NavRadSta 40-37.

All-Navy Wrestling

Top wrestlers from each of the Navy's eight athletic groups will struggle on the mats at the Naval Academy during the week of 20 Mar 1949 for All-Navy wrestling crowns.

A designated command in each of the athletic groups will select the champion wrestler in each weight division who will wrestle in the All-Navy finals. These eight men from each group will be ordered to Annapolis, Md., to report by 18 Mar 1949.

All enlisted personnel on active duty in the Navy, Marine Corps and Coast Guard are eligible to participate.

The championship matches will be conducted on the AAU elimination basis and official AAU Rules for Wrestling will govern the matches. Weight classes for the competition are: flyweight, 115 lbs; bantamweight, 125 lbs; featherweight, 135 lbs; lightweight, 145 lbs; welterweight, 155 lbs; middleweight, 165 lbs; light-heavyweight, 175 lbs; heavyweight, over 175 lbs.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Bowling
Fourth week in Jan 1949
Philadelphia, Pa.



Basketball
Third week in Mar 1949
Bloch Arena,
Pearl Harbor, T.H.



Wrestling
Third week in Mar 1949
USNA, Annapolis, Md.



Boxing
First week in May 1949
San Francisco, Calif.



Tennis
Third week in
July 1949



Golf
Second week in
August 1949



Shooting (Pistol)
Third week in
August 1949



Swimming
Third week in
August 1949



Softball
First week in
September 1949



Baseball
Second week in
September 1949

High-Powered X-Ray

The Navy has a new machine that can "look through" 16 inches of steel as easily as you stare through a pane of glass.

A 10-million-volt X-ray generator, it is the world's first mobile betatron. It is being installed at the Naval Ordnance Laboratory, White Oak, Md.

The massive betatron is the first industrial machine whose rays will penetrate steel thicker than 12 inches and is unique in that it may be aimed in any direction. All other betatrons, cyclotrons and similar nuclear research equipment of this type are held in a fixed position.

The new equipment is so powerful it must be housed in a special building surrounded by three-foot walls of reinforced concrete to protect personnel from its dangerous beta rays.

By taking X-ray "shadowgraphs" with the machine, Navy scientists can clearly observe the effects of stresses, strains and shocks upon the internal structure of metals. The betatron will show sharp, clear internal pictures of thick sections of steel such as castings, welds and armor plates. These pictures will reveal defects such as cracks, blowholes and other flaws which cannot be detected by any other nondestructive means.

The betatron consists of a powerful electromagnet weighing about two and one-half tons. This magnet surrounds a doughnut shaped glass vacuum tube in which electrons are accelerated and made to produce X-rays by striking a tungsten "target." The unit is housed in a steel casing four and one-half feet wide, four feet high and two and one-half feet deep. It can be picked up and moved with a crane.

Because of the dangerous effects of its rays, special precautions have been taken for operating the machine. It is installed in such a way that its rays will be dissipated harmlessly. An enclosed courtyard immediately adjacent to the installation is kept clear of personnel when the generators are in operation. A system of lights and sound signals will warn off anyone approaching the area at such a time. Should a door into the courtyard be opened, an automatic device will shut off the machine.

Personnel involved in operating the machine are protected by three-foot-thick concrete walls. The betatron is operated from a control panel in the room next door by means of a half-ton sliding lead door.

SIDELINE STRATEGY

With the issue settled as to what outfit in the Navy has the best football team, sports chatter is swinging to basketball and bowling. Its going to be a great year for Navy basketball. There

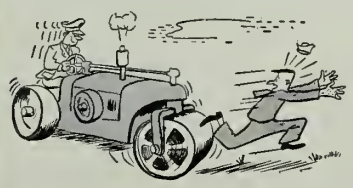


will unquestionably he more quintets casting hungry eyes on the All-Navy court crown than ever before. Some great teams should emerge from the hundreds of sailor hoop squads.

Scuttlebutt is making the rounds about "hot" teams in various sports. Several powerful Pearl Harbor quintets seemed determined that the All-Navy basketball finals are not only going to he played at Pearl, but won by a PH team. . . . The Naval Station, San Diego, Calif., seems to be whipping a potent boxing team into shape. . . . Look for NATTC, Memphis, Tenn., to come up with a speedy swimming aggregation. . . . Paced by Robert Yoxtheimer, SN, USN, who reportedly has a 194 average, watch for the Severn River Naval Command's bowling team to break into the headlines.

★ ★ ★

The steam-roller Quantico Marines gridironers entered the All-Navy finals with an all-time Marine Corps record of 23 consecutive victories safely stowed in



their seabags. The Devildog teams won 12 straight games in '47 and 11 in '48 prior to the big game, breaking the 29-year-old record of the Mare Island Marines who won 20 consecutive games before dropping their 21st to the Naval Training Station, Great Lakes, in the Rose Bowl on New Year's Day, 1919.

Incidentally, out of the eight All-Navy championship awards for team sports, i.e., basketball, softball, baseball and football, since the inauguration of the postwar Navy sports program, only three have been won by Navy teams. The other five championships were captured by Marine teams. Pearl Harbor sailors won the 1947 All-Navy basketball championship, NAS Alameda won the '47 softball crown and Fleet Air West Coast won the '48 softball championship series.

★ ★ ★

Ed Wood, YN1, USN, the big sailor who swam with the Navy's Olympic team last year and is now on duty with AMAG in Athens, Greece, reports he clocked his fastest time in a city



meet with the Greek national freestyle champion. Big Ed churned off 100-meters in 61.3 to beat the Greek champ, who broke his own national record trying to keep up with Wood.

The question on how some of the better service football teams would stack up against the Naval Academy football team was indicated during the past season. The Academy's JV team played two service teams, the El Toro Marines and the LantFlt Amphibs from Little Creek, Va. The JVs, who are actually the fifth and sixth string of the varsity, swamped both opponents by scores of 46-7 and 54-6 respectively.—Earl Smith, PNC, USN, ALL HANDS Sports Editor.

WAVE RECRUIT



IMPRESSIVE reviews are weekly events at the Wave Recruit Training School. Other important phases of the training include (left to right below) calisthenics, swimming and the fine art of making up bunks the Navy way.

ENLISTED women joining the Regular Navy are getting their recruit training at the U.S. Naval Recruit Training Center, Great Lakes, Ill.

Classes at the school include naval history, naval organization and administration, and a course in military courtesy, discipline and chain of command. There is vocational guidance and classes about ships and aircraft. After recruit training is completed, Waves may work toward ratings not adaptable solely to shipboard duty and not regarded as too strenuous.

Waves will have their chance at overseas duty. However, they will not be assigned to duty in areas not declared suitable for dependents of male Navy personnel.

The Wave recruit training program at Great Lakes has been assigned six buildings in Camp John Paul Jones, two of which are barracks. The other four buildings are assigned as follows: one for administration and recreation, one as a galley and mess hall, one as a classroom and one as a small stores and clothing issue building.

Each barracks houses 160 Wave recruits for a total of 320 which will be maintained at the station. The Administration and Recreation Building contains administrative offices, ship's service store, beauty shop, cafeteria and soda fountain, study hall, library, lounge, game room, a 100-foot swimming pool, and a gymnasium.

Physical training and recreation are important adjuncts to the academic portion of the 10-week training period.





TRAINING

Wave recruits are taught the fundamentals of swimming, the various strokes, survival and life-saving. They are given periodic swimming tests and are classified according to ability.

Calisthenics in the form of deep knee bends, push-ups, pull-ups and various other exercises are performed by gym-suit-clad platoons of Wave recruits, directed by two Wave CPOs. Organized volley ball, basketball, dodge ball, kick ball, soft ball, relay races, badminton and tennis contribute to all-around physical conditioning. The physical training program is rounded out by personal hygiene and first-aid lectures.

The recreation program for Wave recruits is broad and varied. Intramural athletic tournaments are conducted, aside from the physical training program. Movies and vaudeville are available in Ross auditorium, while Wave recruits frequently present their own amateur talent shows and "happy hours." Such indoor games as chess, checkers, bridge and ping-pong, as well as library facilities, are available during off-duty hours.

A lounge, equipped with piano, television and a radio-phonograph with an extensive record collection can be used for recreation or for entertaining guests and families of Wave recruits. Wave recruits are permitted to attend training center activities such as football, basketball and baseball games, and boxing matches. All types of musical instruments are available on a loan basis to those who wish to play them.



LUXURIOUS lounge is given a high polish by pretty Wave 'boots' who have discarded skirts in favor of dungarees after classwork is over for the day.

A fully equipped hobby shop is available to those interested in leathercraft, wood carving, drawing and painting.

A look at the daily schedule for Monday through Friday indicates that despite the many facilities for recreation, the accent is on work and study. The day begins at 0600 and there is only a 45-minute break at noon. There is a half-hour period from 1730 to 1800 that can be devoted to personal affairs, but the only portion of the day assigned to recreation exclusively is the period between 1830 and 2000.

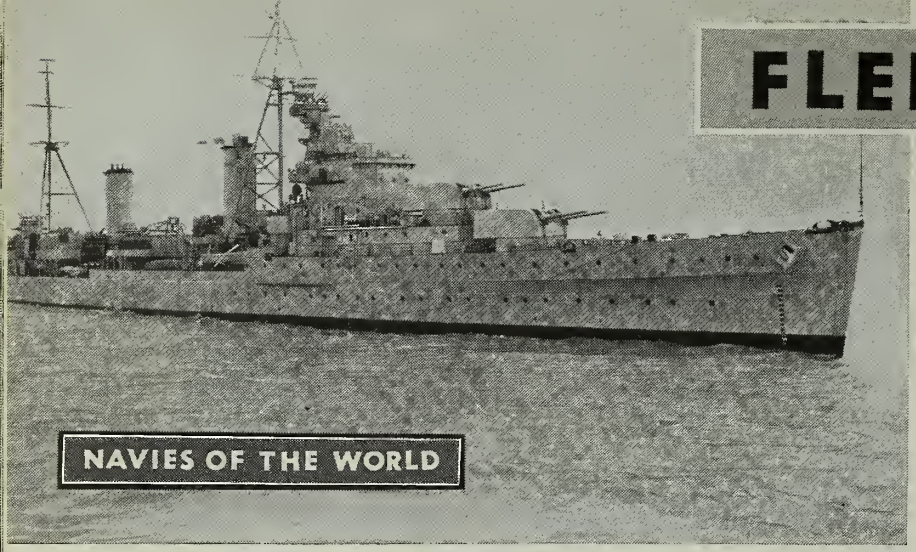
The Saturday schedule consists of study periods and inspection during the forenoon, with organized athletics, recreation and swimming instruction from 1300 to 1500 in the afternoon. After 1500 on Saturday, the recruit's time is largely her own until 2030 when the schedule calls for "turn to, clean up barracks."

The Sunday schedule includes church call, organized athletics, and swimming instruction for non-swimmers, aside from such routine matters as policing of barracks, and meals. Taps is at 2130, each night.





FLEETS OF THE



CHINA has acquired most of her small fleet by consignment from other countries. CS *Chunking* (above) is the fast, former British light cruiser Aurora.



MODERN Chinese destroyer *Ling Fu*, previously *Mendip*, was also obtained from England. She has a displacement of 904 tons, can make over 27 knots.



ANCIENT gunboat *Chu Kwan* is typical of a number now in service on China's rivers. Built in Kobe, Japan in 1906, she has a flank speed of 13 knots.

THERE is much of tragedy and confusion, and at the same time much of the heroic, in the picture of China's navy.

China: Seemingly forever the object of aggression, yet forever resisting, absorbing her enemies, still living, China accepts 7 July 1937 as the beginning of her conflict with Japan. Of the 75 or more navy ships in service at that time, more than half were lost by the time of Japan's fall. Those which were not sunk early in the war fought in an incredibly courageous manner against the powerful Japanese fleet.

Many of China's present-day ships belonged to navies of other nations before being consigned to their present duty. The ex-U.S. river gunboat USS *Tutuila* (PR 4) is an example. This ship now serves in the Chinese navy and is named *Mei Yuan*, which means "American origin." *Tutuila* (or *Mei Yuan*) was built in Shanghai, strange as it may seem,—in 1927. Other ex-American ships are serving in the Chinese navy, as well as many ex-British ships and a few of other European origin. Many Chinese navy personnel have received training in the U.S. or under U.S. Navy instructors.

An example of home-grown progress —as contrasted to the imported variety —is the school known as the Military Academy of Whampoa. This school, which had been carrying out initial training of army officers for a quarter of a century, underwent a great change in 1948. The school now prepares officers for leadership in three military branches—land, sea and air. The course is four years in length and is identical in nature for students of all branches during its first half. At the end of the second year, students are grouped according to their inclinations, abilities and relative standing into three separate categories. This appears to be a step ahead, and toward more unity and effectiveness.

China had two 2,500-ton cruisers at the beginning of her naval conflict with Japan—*Ning Hai* and *Ping Hai*, built in the Orient in 1931-1932. *Ning Hai* was sunk by Japan, while *Ping Hai* was captured by Japan and later sold. In May 1948, the British light cruiser *Aurora* was transferred to the Chinese navy, and is now known as RCS *Chunking*. At the same time the British destroyer *Mendip* was trans-

ferred to China. She is now known as RCS *Ling Fu.*

The ex-American destroyer-escort USS *Decker* is in the Chinese Navy as *Tai Kang;* another, the ex-USS *Wyffels,* is in the Chinese navy as *Tai Ping.* Of the six ex-American DEs in the Chinese navy, two are actually in China and four are enroute.

The Chinese navy received some 26 ships in the post-World War II distribution of the Japanese navy. A number of these ships are Jap war-built escort craft which have been renamed and are serving as DEs. Several ex-Jap destroyers have also been renamed and placed in service. The Chinese Navy has about 150 assorted ships of many types, ranging from an ex-British light cruiser down to ex-American LCIs.

A Chinese-built ship representative of those larger than river gunboats is:

• *Yung Sui*—650 tons, speed 18.5 knots, main armament one 6-inch gun, four six-pounders, three 3-inch AAs; built in Shanghai in 1929. This ship has a draft of only seven and one-half feet and is known as a gunboat. Two comparable ships, one of which was built in Japan in 1912, were sunk in the war against Japan.

Almost all of China's river gunboats now in service are of foreign construction or formerly a part of foreign navies. As a nostalgic reminder to the U.S. Navy old-timers who remember her, here are some figures on one mentioned above, which is fairly typical:

• *Mei Yuan*—370 tons, speed 14.5 knots, armament two 3-inch guns and 10 machine guns, triple-expansion engines with a rated horsepower of 1,950. As USS *Tutuila,* the ship was presented to China by the U.S. Government in 1942.



HELPING HAND has been given China by her powerful friend the U. S. Navy. Here, American sailors give instruction in the use of fire control equipment.

Siam: The kingdom of Siam (or Thailand) lies on the south coast of Asia, between Indochina and Burma. Its seacoast consists of the nation's southern edge, much of the eastern shore of the Malay Peninsula and about 200 miles of the western shore of the Malay Peninsula. All of this except the 200 miles last mentioned touches on the Gulf of Siam, which is a continuation of the South China Sea. The portion on the west coast of the Malay Peninsula is washed by the Bay of Bengal where that bay joins the Indian Ocean.

Headquarters of the naval force which guards this exotic shoreline is at Bankok, which lies near the mouth of the Menam River, about 13 degrees north of the equator. Siam's main naval station, including a naval air station and the naval academy, are located on the northwest side of Sattahib Bay, some distance to the westward from Bankok.

The naval academy maintains a student body of 300. There is a five-year course for line officers, four years for engineering officers and three for marine officers. Except for the academy, the station's activities are devoted largely to the training of marine recruits.

The commander in chief of the Siamese navy holds a remarkable amount of personal power in regulating the navy's activities. As a consequence, the chiefs of the various navy bureaus must obtain official sanction before undertaking matters of any importance.

Siam's marines are truly a part of the navy. They are simply a navy corps, in much the same way as the Supply Corps or Civil Engineer Corps are a part of the U.S. Navy. They wear the same type of uniforms as



PHILIPPINE Naval Patrol trainees man their battle stations on board USS *Quest.* Still in its infancy, the fleet is composed of small ex-U. S. ships.



BURMA obtained *Mayu*, a sister ship to *Dart* shown above, along with her independence from British Commonwealth.

navy personnel, distinguished only by a marine corps insignia.

Siam has upward of 50 navy ships, consisting of 9 gunboats, 14 torpedo boats, 4 submarines, 12 transports, 2 tankers, and others. A typical ship is the gunboat (or coast defense ship) *Ayuthia*, also called:

• *Sri Ayuthya*—2,265 tons, speed 15.5 knots, armament four 8-inch guns and various AAs, built in Kobe, Japan, in 1937. A sister ship, *Dhonburi*, was reduced to a wreck in war action, refitted, and later decommissioned.

To this writer, the most impressive units of Siam's navy are the motor torpedo boats, many of which are capable of speeds above 40 knots. Each carries a crew of five and is powered by two gasoline motors. All of them were built in England.

The Siamese navy is very active in anti-smuggling work along the nation's coast, and in fishery protection. While the country was theoretically allied with Japan during World War II, it rendered valuable assistance to the U.S.

Burma: The Burmese navy was created in 1939 as a unit of the British Naval Reserve. On 4 Jan 1948, Burma became an independent nation, completely outside the British Commonwealth. Consequently, the navy is now definitely a Burmese navy, with no foreign ties except for a British naval mission which is stationed in the country.

Burma's navy was active against Japan in World War II, and is now occupied with anti-smuggling tasks. One frigate, two minesweepers and thirteen 73-foot patrol boats comprise the floating force.

Philippine Islands: Since gaining its independence (4 July 1946), the Philippine Republic has been building up a naval force, called the Philippine Naval Patrol. This force, consisting of small ex-USN ships, is a part of the Philippine military organization known as the Armed Forces. It is headed by a commodore. There is a U.S. military advisory group in the Philippines, with a naval member who keeps in close touch with the Philippine Naval Patrol.

(This is the last in a series of ALL HANDS articles which discuss the navies of foreign powers as they exist today. Material for this series is from non-classified sources.)

The naval force, consisting of ex-U.S. sub-chasers, patrol craft, minesweepers and landing craft, is occupied mainly with anti-smuggling patrol.

Under an agreement with the U.S., several American bases are maintained in the Philippine Archipelago.
—H. O. Austin, MEC, USN.

Last Three Japanese Vessels

Work is nearing completion in scrapping the last three vessels of the annihilated Japanese fleet.

At the war's end, 413 ships awaited disposition. The work has progressed to a point where the last trace of the fleet is at the point of extinction. The last three vessels afloat were an 887-ton high-speed transport, a 770-ton destroyer and a 600-ton submarine.

Canoe Now Part of U. S. Navy

The powerful might of the Fleet was augmented momentarily by something new in the line of fighting ships—at least to the modern U. S. Navy. This latest addition was an outrigger canoe hewn from breadfruit wood by natives of Mokil island in the Carolines.

Modern trappings accompanied the christening and launching on the Potomac river of the outrigger, a gift from the native islanders. After the canoe made its maiden voyage it was presented to the Naval Historical Foundation, Washington, D.C.



SIAM has upward of 50 minor naval vessels which are active in anti-smuggling work. Antique *Sukothai* (above), a heavyweight, is no longer in commission.

AIRESERVISTS

CELEBRATING its silver anniversary, the Naval Air Reserve rounded out during 1948 a quarter of a century of growth, from a single air base with one seaplane to a network of 27 key air stations, strategically placed across the nation, and 34 satellite flying units.

Weekend warriors of the Naval Air Reserve who take off in their fast fighters and stream-lined bombers from long concrete runways on well-equipped air stations are a strong contrast with the Reserve air pioneers, graduates of World War I, who joined the first civilian units in 1923.

From a handful of ancient seaplanes and piano-wired bombers, the Naval Air Reserve has developed into an air arm of 2,183 planes of all types.

During the past year 43,700 Air Reservists participated in drills or annual training, along with 7,700 members of the Marine Corps Air Reserve.

In calendar 1948 Reserve airmen of the Navy and Marine Corps stacked up a record of 840,000 pilot hours, far surpassing any previous 12-month period.

Their safety record is something to be proud of, too. In the first half of 1948 the major accident rate for the Naval Air Reserve was 5.35 per 10,000 aircraft hours. This creditable showing was lower even than the air accident rate of the entire Navy for the same period.

Called by some observers the finest Reserve outfit in the world today, the Naval Air Reserve gave little promise of a bright future at its birth.

Although there was a corps of 4,000 Reserve officers and 20,000 men in aviation at the end of World War I, a training program did not get underway until several years later, when most of the Reservists had forgotten most of what they learned.

With a budget which had been sliced by two-thirds to $502,000, the Naval Air Reserve plan as set up in 1922 called for the establishment of seven units to train approximately 500 pilots a year.

Although Reserve pilots had been flying occasionally with the fleet after World War I, it was not until 1923 that the Reserve program really got underway. On 13 August of that year, the first Naval Reserve Aviation Base was established at Squantum, Mass. for the training of Organized Reservists. That base, today one of the best in the nation, set the pattern for others that were later activated at key points throughout the country.



REVVING-UP *Hellcat* on line at NAS Miami, Reserve airmen give up week ends to do their part in keeping the Navy's air arm a potent striking force.

This is a typical Reserve air base of a quarter of a century ago. It consisted of two seaplanes, one officer, one rigger, two machinists' mates and a carpenter. For facilities it had a small hangar, motor overhaul stand, a small machine shop and a motor boat. It was capable of training a dozen or so pilots each year.

The trainees themselves had to spend a considerable part of their time repairing their own planes and patching their hangars under the supervision of the lone carpenter who was kept busy trying to keep the buildings from falling apart.

Working together they forged a solid foundation for today's streamlined training program.

World War II had scarcely ended when the Naval Air Reserve once more was geared for action. This time there was to be no costly delay such as occurred after the first war.

Today a little over three years after the Japanese tossed in the sponge, the Reserve's air program is in full swing.

A ready reservoir of striking power, maintaining wartime proficiency, the Organized Air Reserve includes:

- 55 carrier groups, training to go aboard carriers in both fighter and bomber aircraft.
- 25 patrol squadrons, aerial eyes of the fleet in reserve.
- 25 transport squadrons, capable of moving an army division.
- 47 FASRons, aviation service squadrons.
- 2 photo squadrons, for aerial mapping surveys.
- 1 blimp squadron, for off-shore submarine detection.

The Naval Air Reserve is directly supervised by the Chief of Naval Operations, DCNO (Air). In the field, it is organized on two fronts. Its



CHECKING the tow sleeve after a gunnery hop Reservist fighter pilots at NAS Squantum find out how hot they are with those fixed 50s.

major training program is under the Naval Air Reserve Training Command at Glenview, Ill., which has cognizance over the chain of naval air stations, NARTUs and associated volunteer units, called AVUs.

The second front is under the district commandants and their assistant directors of Naval Reserve (Air), who are now busy setting up volunteer aviation units, or VAUs.

Aboard the Reserve air bases, serving on continuous active duty as stationkeepers, are 694 officers and 8,821 enlisted men of the Naval Reserve. Drilling regularly at these bases are 6,838 officers and 19,659 men of the Organized Reserve.

Add to this 4,530 Volunteer Reservists associated with aviation drilling units, and 3,222 other volunteers who drill occasionally or take annual training. With the addition of the 7,700 Marines in the program, the total number of Reservists participating actively in Naval Air Reserve training is more than 51,000.

Typical of the Reserve air stations and one of the biggest in the country is NAS Oakland, Calif. Now 21 years old, it was originally commissioned as a Reserve air base in 1927.

From this strategically located base, Reserve pilots may fly a wide course from the Rocky Mountains to over the Pacific.

A total of 18 Organized Reserve squadrons, comprising 472 officers and 1,011 enlisted men, come out for regular weekend training at NAS Oakland.

The organized training is on a squadron basis, with 100-hour flight syllabi set up for members of the Organized Reserve and 50-hour syllabi for Associated Volunteer pilots.

Conditions prevailing in the fleet under actual wartime conditions are simulated. Formation and tactics are continually revised to keep pace with those used by carrier task forces and air wings. Simulated carrier landing practice, carrier break-ups and traffic patterns are included as part of the regular training.

The flight syllabus provides comprehensive cross-country and over water search flights in all types of aircraft. Emphasis is also placed on high altitude tactics and gunnery, with rocket firing and live gunnery areas less than 10 minutes from the field.

At coastal stations training is highlighted by fighter director exercises, conducted with Reserve destroyers, and by coordinated air attacks on ships manned by members of the Surface Reserve.

Reservist pilots learn their job thoroughly during training. They search for floating mines along the Pacific coast, utilizing radar to detect their presence. They also join in searches for lost civilian aircraft.

Like other Reserve stations NAS Oakland supports several associated volunteer units. Located at Stockton, Fresno and Monterey, Calif., Oakland's AVUs provide training for 300 men and 150 officers. The Reserve's expanding aviation program now boasts 50 associated volunteer units, each of which is established within range of a parent station that provides equipment and instruction for trainees.

34 AVU(A)s now receive active flight as well as ground training, with a syllabus calling for a minimum of 50 flying hours a year. The home station usually sends over three or four planes to the satellite fields during designated periods each month for scheduled training.

In addition to the flying units there are now 12 AVUs, associated groups without flying facilities which have organized a ground training program, and 4 AVU(W)s, units consisting entirely of Waves specializing in aviation duties.

Behind the drilling units of the Organized Air Reserve is the "second front" of Volunteer Reservists. They total some 37,000 pilots, 21,000 nonflying officers and approximately 39,000 enlisted ratings.

Naval districts are authorized to establish volunteer aviation units, called VAUs, to provide a training program for these officers and men. Top honors for having the largest number of VAUs goes to the 6th Naval District where 18 of the units are now going concerns. Runner-up on the



FLIGHT of *Hellcats* from NAS Dallas is serviced at Pensacola. Cross-country hops

VAU network is the 11th Naval District with 15 units, which meet for films and lectures, and organize special courses.

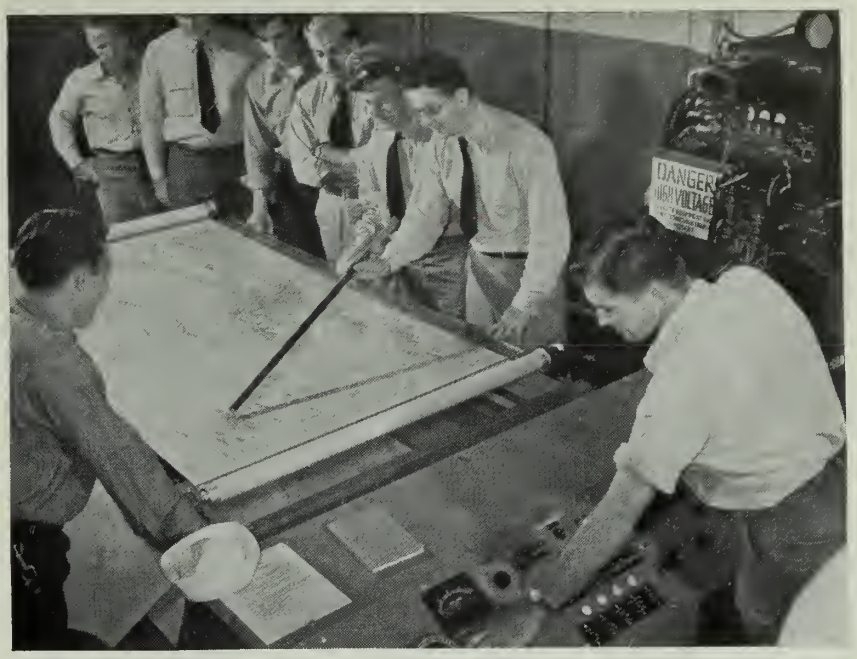
During his two weeks' annual training the Reserve airman can put his drill training to a test. Training by air groups which have drilled together throughout the year also illustrates the readiness of the weekend warriors.

Qualifying for carrier operations during its annual training last summer aboard USS *Wright* (CVL 49), the Dallas, Tex., Air Reserve detachment was the first Reserve group in history to complete full scale simulated combat maneuvers aboard a flattop. It also marked the first time the Reserve pilots had landed on a flight deck since the end of the war.

A total of 421 landings were made aboard *Wright* by the Reservists, in addition to routine sorties and simulated attacks, with two air groups taking turns protecting and attacking the carrier.

This operation was organized as a small-scale experiment by the Navy before establishing the policy of making such exercises a general requirement for Naval Air Reserve training. Its success brought home to the public the realization that the Naval Reserve's air arm is a potent force, capable of operating in fact as well as on paper.

This realization was pressed home again and again throughout the year as the Reserve demonstrated its training achievements in joint air maneuvers and tactical exercises.



ULTRA-SONIC radar trainer is being explained to Reserves at NAS Los Alamitos. Program utilizes the latest in synthetic training devices and aids.



permit weekend warriors to keep sharp in that all-important DR navigation.

Before an audience of 25,000 citizens of Memphis, Tenn., Reserve units of the Navy and Marine Corps, Air Force, Coast Guard Reserve and the National Guard staged the mightiest war games in the history of that city.

In keeping with the policy of close cooperation between the Air Reserve and Fleet operating units, Reservists participated whenever possible in regular Fleet exercises. In the July maneuvers, for example, Reserve from NAS Los Alamitos and Oakland "defended" the southern California coast from "attack" by the First Task Fleet and scored success in intercepting the ships.

Again in the November maneuvers held off the West Coast, Reservists from NARTU Seattle joined with those from Oakland and Los Alamitos in similar exercises.

Officers and men from 19 Reserve stations east of the Rocky Mountains were assigned to duty aboard USS *Kearsarge* and USS *Leyte* during the recent Atlantic Fleet maneuvers held off the southern tip of Greenland. Enlisted personnel were assigned to regular Fleet squadrons and maintained the latest type fleet aircraft, while officers observed operations at all levels.

Not content with a Reserve program aimed only at keeping the war-won skills of former airmen up to par, the Navy has gone ahead with plans for systematically training new aviators.

A Naval Aviation Cadet program was established last year to train Reservists, and to continue to train large annual quotas hereafter.

Purpose of the program is to insure a continuous flow of men into the flight training facilities in order to man the fleet groups with young aviators and to provide a supply of newly trained personnel for the Naval Reserve.

The candidates agree to serve a total of four years on active duty, including a period of about 18 months of indoctrination and flight training.

A second flight training program is open to Reserve officers and college graduates, who begin their training with initial appointments as ensigns. They agree to serve for two years after their flight training, which also lasts approximately 18 months.

With a geographical spread that covers most of the nation, the Naval Air Reserve is still growing.

In recent months four new members of the Naval Air Reserve chain, Spokane, Wash., Birmingham, Ala., Lincoln, Neb. and Niagara Falls, N.Y., have demonstrated this power of expansion. Formerly AVUs, they are all full-fledged naval air stations.

The air program in the Naval Reserve is slated for full steam ahead in 1949.

GADGETEERS



SKILLED TECHNICIANS instruct selected trainees in the complex art of keeping the Navy's precision instruments in top-notch condition.



MYSTERIES of a ship's clock are investigated by a student. After a 12-weeks course, he'll fix anything from a chronometer to an alarm clock.

IF THE NAVY looked at the world through rose-colored binoculars, there is a place where one could learn to add the coloring. That place is U.S. Naval School, Opticalmen.

The Navy optical school was first established in 1920. It was reorganized in its present form in 1946 and moved to its present location in early 1948.

A visitor to the school walks up a bustling street of the Naval Gun Factory, Washington, D. C. He enters a building just behind headquarters, Potomac River Naval Command, and takes the elevator to the fourth floor. There he finds himself in a large room filled with the latest machines used in Navy optical repair. On a corridor leading off from the main room he sees smaller compartments. These, he finds, are used by students for classroom work, typewriter repair, watch repair, binocular repair, and related work.

Although the activity is under a single roof, there are actually three schools—Class A, Class B, and Class C. Men arriving for the Class A course are newly-graduated personnel from the various naval training centers. Class B and C enrollees are men assigned from the fleet. Students chosen for the Class B and C schools vary in rate through all classes of opticalmen and instrumentmen with occasionally a seaman included. Most of these men are third class, however. The few seamen are usually broken-service men who previously were opticalmen or instrumentmen or have had experience in that type of work. Candidates for the Class A course may be seaman apprentices, seamen, fireman apprentices, firemen or opticalmen.

The Class A school offers primary instruction in telescopes, navigation instruments, machine shop work, silvering of mirrors and reflectors for navigation instruments, and filming.

The Class B course consists of advanced instruction in range finder repair and lead computing sight repair.

The Class C school conducts courses to train range finder operators, watch-repairmen and typewriter repairmen. It is planned that a school for instrumentmen will be provided in the future, which will encompass courses

DELUXE

for watch repairmen and typewriter repairmen. It is expected that there will be an additional course in instrument and gauge repair.

The courses vary in length as follows:

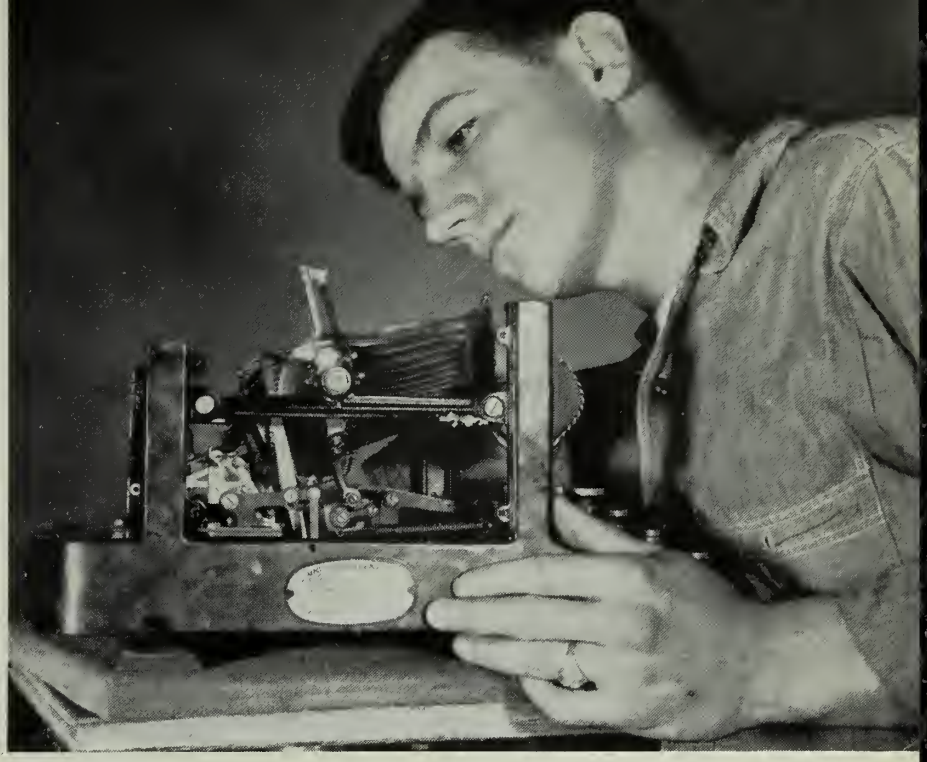
- Optical, primary, Class A—24 weeks.
- Optical, advanced, Class B—rangefinder repair is 16 weeks and lead computing sight repair, 24 weeks.
- Optical, special, Class C—rangefinder operators' course is 6 weeks; watch repair, 12 weeks; typewriter repair, 12 weeks.

The students—about 10 in number at present—begin their day's work at 0750 and end it at 1620. The final 65 minutes of each day's schedule is devoted to athletics—swimming, softball and many other types of sport. The school is on a five-day week schedule. Students who are not on subsistence live at the Naval Receiving Station, about one and one-half city blocks from the school.

Quotas for the Class A, B and C Opticalmen schools are allocated to the Service Force commanders and recruit training center commands. Recruits are selected prior to completion of recruit training at the training centers. In the case of men serving aboard units of the fleet, their requests, if approved, are forwarded through the chain of command to the Service Force Commander who assigns the quotas to the various ships.

Graduates serve in the line of work for which they were trained, usually aboard tenders and on shore stations.

With ranges of guns and speeds of potential targets constantly increasing, who knows what fantastic rangefinders and computing sights our Navy of tomorrow may possess? But, alumni of the optical school will, if they apply themselves, have the know-how to keep our gun-aiming equipment in top-notch condition. At the same time, if the commodore wishes to time his ship movements with a stop-watch and when the flag yeoman types up a report of the action, somewhere behind the scenes there will be, more than likely, a graduate of NavScol, Opticalmen, a part of Advanced Technical Service Schools, U. S. Navy.



TEARING THEM DOWN and putting them back together becomes easy for those trainees taking the school's intensive course in typewriter repairing.





TOMORROW'S NAVY must use instruments which will seem fantastic by present standards. By working on today's rangefinders (above), students learn the techniques that will adjust and repair the instruments of the future.

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Shore Duty Eligibility List

SIR: In June 1947 I submitted a request to BuPers and was placed on the shore duty eligibility list for shore duty in the 5th Naval District, Norfolk, Va. In June 1948 I was ordered from sea duty to LantResFlt, New London Group, New London, Conn. I did not request this duty, but I understand it is shore duty. (1) Will I remain on BuPers' shore duty eligibility list and get shore duty in the 5th Naval District when or if my name comes up during my first year here? (2) If I remain here over one year, will I still remain eligible for shore duty in the 5th Naval District?—L. M. R., GMC, USN.

• (1) *Yes.* (2) *No, because time served ashore for a continuous period of one year or greater within the continental limits of the United States is counted as a normal tour of shore duty if the needs of the Navy require transfer prior to the completion of two full years.*—ED.

Broken Service and Promotion

SIR: I am an ensign, USN, with broken service. I was originally commissioned in November 1944 and was released to inactive duty in July 1946. In October 1947, I returned to active duty in the Regular Navy. A late semi-monthly bulletin listed ensigns eligible for lieutenant (junior grade) on or before 1 April 1949. To be eligible, must this time (three years) be continuous active duty, or should I be eligible for promotion?—F. H. D., ENS, USN.

• *You are not eligible for promotion until 6 June* 1950. *Your previous date of rank as ensign, DLR,* USNR, *on 22 Nov* 1944 *has no bearing on future promotion and service and counts for pay and retirement purposes only. A transferee under Public Law* 347 *would be credited with previous service and precedence in rank.*—ED.

Either Sun or Landmarks

SIR: In the September 1948 ALL HANDS you pictured a bearing circle as an azimuth circle. Therefore not one of the multiple choice answers was correct. If the white hat used that to shoot the sun he'd soon be in need for a seeing-eye dog.—W. J. M., QMC, USN.

• *Bradford's* Glossary of Sea Terms *says: "Azimuth Circle (bearing finder)—A metallic circle made to fit on a compass for the purpose of taking azimuths. There is a revolving mirror on one side by which the reflection of the sun is caught and thrown into a prism situated directly opposite, also on the rim of the circle. The rays, here thrown downward in a thread of light upon the rim of the compass card, indicate the sun's bearing. There are also sightvanes for use in taking bearings of landmarks."*—ED.

VPB 28's Record

SIR: During the war, my squadron, Patrol Bombing Squadron 28 (VPB 28) was awarded the Navy Unit Citation for Japanese shipping sunk and damaged in the South China Sea. Would you please tell me how many tons are credited to us as being sunk, and how many tons are credited to us as being sunk or damaged?—G. F. M., AO2, USN.

• *Records indicate PotBomRon* 28 *sank or destroyed* 76,950 *tons; probably sank* 10,500 *tons and damaged* 33,410 *tons.*—ED.

Sub Service Designators May Be Worn Under Certain Conditions Only

SIR: If a man carries the designator SS behind his rating but is no longer actively attached to a submarine, does he lose his SS designator and automatically become an SL?—D. B., YN1, USN.

• *It is the custom to change the designator SS (qualified for sub service) to SL (submarine qualification lapsed) after six months have elapsed since attached to and serving on board as an active member of a submarine crew. There are only certain conditions under which a man may hold the designator SS: (1) while a regular member of the ship's company of an active submarine; (2) while serving in the staff of ComSubLant or ComSubPac, if attached to a submarine under their command; (3) while serving in the staff of a submarine squadron or division, if attached to a submarine under their command. At present the only reference to SS and SL designators is in Table C of Instructions for the Navy Personnel Accounting System. Instructions for the use of submarine designators are now being revised and will be promulgated in the near future.*—ED.

Wants Diving School

SIR: I am interested in putting in for diving school but I am not familiar with the reference I should use or the procedure I should follow. Would you please tell me how I can go about applying for this training?—J. L. L., USN.

• *Qualified personnel desiring diving school training should submit their requests to the appropriate Service Force Commander via official channels.*

Naval School, Deep Sea Divers, Naval Gun Factory, Washington, D.C., convened 5 *Apr* 1948 *and will continue to take applicants the first Monday every second month thereafter. Ratings eligible for this school are BM, TM, DC, and ME.*

Naval School, Salvage, Navy Yard Annex, Boyonne, N.J., convened 5 *Apr* 1948 *and every six weeks thereafter. Ratings eligible are BM, MM, FP, FN, SN, DC, and EN. Volunteers for these schools must be physically qualified in accordance with Art.* 21134 *BuMed Manual and be mechanically inclined. Service Force Commanders have been given quotas by the Bureau of Naval Personnel.*—ED.

Retainer Pay to Dependents?

SIR: What happens to the retainer pay of a person in the Fleet Naval Reserve with benefits of 20 years' active federal service after his death? Does the widow or other dependents receive this pay?—H. A. W., USNR.

• *Retainer pay stops at the date of death.*—ED.

Marks and Exams

SIR: Should the mark for a court-martial (in the case of a summary court-martial) be entered as of the date the offense was committed and another mark of 4.0 assigned at the end of the quarter? Both marks to count in the final average of all marks?

How can intermediate marks (3.9, 3.8, etc.) better establish a man's ability, when BuPers Manual Art. D-8019 standard established guide assigns marks for 4.0, 3.5, 3.0, 2.5, 2.0, 1.5, and 1.0 only?

Does a Class A service school graduate, as an SA, have to take and pass the examination for SN the same as a non-service school SA, even though he is considered to be qualified for third class petty officer of his specialty?—T. R. S., YN3, USN.

• *Your questions covering marks will be answered fully in the Revised BuPers Manual now being printed, the discussion being too long for this space. Yes, a service school graduate must pass the examination for advancement to SN.*—ED.

Must Serve Probation Period

SIR: As a result of a summary court-martial, I received a fine extending over a six-month period and a BCD remitted on the provision I maintain a satisfactory record for six months. I am on a minority enlistment which expires prior to the completion of the period of probation. I have been informed that I am not eligible for discharge while on probation. Is this true? If so, is there any provision for reimbursement for time I serve beyond the expiration of my enlistment?—G. S. M., SK3, USN.

• *In your case you must serve out the probationary period. Where serving out at least six months of a probationary period requires the man to serve after the date of normal expiration of enlistment the enlistment is considered to have been extended for under the authority of Alnav* 155-41 *the length of time necessary to complete the probation. You will be in a full pay and duty status during this probationary period, provided the terms of your probation are not violated. No other reimbursement is authorized.*—ED.

Corpsmen with FMF

SIR: In reference to BuPers Circ. Ltrs. 101-48 and 139-47, please clarify the status of hospital corpsmen serving with the Fleet Marine Force. Some confusion has arisen as to what date sea duty commenced. Did a corpsman reporting to the FMF begin sea duty on the day he reported, assuming he reported from shore duty?—H. B. M., HM1, USN.

• *All duty with the Fleet Marine Force, inside or outside the continental limits of the U.S., is now considered sea duty for all hospital corps ratings. The effective date for computing sea duty for hospital corps rates on duty with the FMF based ashore within the continental limits of the United States is* 27 *May* 1948. *The effective date for computing sea duty is the date first reported to sea duty upon termination of shore duty.*

In this respect, the following examples apply to hospital corps ratings: (1) Duty with FMF inside USA: *A HM completes a normal tour of shore duty in Com* 1, *and is ordered to report to FMF at Camp Lejeune for duty. The date sea duty commences is the date first reported for duty to FMF at Camp Lejeune.* (2) Duty with FMF outside USA: *A HM completes a normal tour of shore duty in Com* 9, *and is ordered to report to FMF outside the continental limits of the United States. The date sea duty commences is:* (a) *If government air transportation is authorized, the date of departure from continental limits of United States;* (b) *If government surface transportation is authorized, date first reported on board for transportation.*—ED.

Changing Rate

SIR: I would like to know if it is possible to change my rate from EMC to AEC or ATC. I have 12 years in the Regular Navy and have been EMC for over four years.—G. B. N., EMC, USN.

• *BuPers does not consider it practicable for a man to spend a dozen or so years in one thing and then change to another which will require considerable retraining. Only in exceptional cases does the Bureau approve changes of rating for higher pay grade personnel. Also, there is at present an overall shortage in the Navy of electrician's mates.*—ED.

Fleet Quotas for Service Schools Will Again Be Opened to Personnel

SIR: I joined the Navy to be a 20-year man and I still had this in my mind when I went up to the personnel office to inquire about going to a service school. They said that the only men who can go to school are those who enlisted for that reason and were high school graduates. How is a fellow supposed to get ahead in the Navy?—N. J. S., AN, USN.

• *During the* 1948 *summer months, in order to compete with the Army and Air Force, the Navy offered the school of his choice to any high school graduate who would enlist in the Navy for a full term of enlistment. This program was much more successful than anticipated in that approximately* 27,000 *high school graduates took advantage of this opportunity and enlisted in the Navy for a normal tour. Since this tremendous number of men doubled the population of the schools it was necessary to exclude the fleet quotas, temporarily. It is estimated that by the time this article appears in publication the situation will be rectified and fleet quotas will again be open and every opportunity will be given those qualifying.* —ED.

Maine Was Raised

SIR: I am inclosing a clipping from a Texas paper. As you can see, it says that the *Maine* was raised and parts salvaged from her. I was in the Navy from 1906 to 1913 and I don't recall that the *Maine* was ever raised.—A. O. H.

• *USS* Maine, *sunk in* 1898, *was raised January* 1912. *The ship was taken out of Havana harbor and sunk at* 1721 *on* 16 *Mar* 1912. *Parts of the ship were salvaged.*—ED.

Job Code Numbers

SIR: I would like information in regard to the Navy's job code classification system. At the present time I am stationed on a ship and doing work in line with my Navy job code number. What I would like to know is how close is the Navy adhering to its classification program?—J. K., ENC, USN.

• *The purpose of the Navy Job Classification System is to provide a means whereby the highest level of naval job skill of enlisted personnel can be identified. When Navy job classification codes have been accurately assigned they will provide for more refined detailing in terms of actual job skill within the broad confines of the man's rating. You have been assigned a Navy job classification code which identifies your job skill and you have been detailed to a ship that can fully utilize that skill. That this will be the case for each and every enlisted person is the aim of the enlisted classification program.*—ED.

Entry in Service Record

SIR: Can you give me any information as to whether an entry is made in the record book of Marines who were nominated to the U. S. Naval School, Academy and College Preparatory, to take the entrance exams to Annapolis? I noticed an entry is made in the record book for those who are selected to take the NROTC exam.—H. G., PFC, USMC.

• *Regulations regarding nomination of enlisted men of the U. S. Marine Corps for entry to the Naval School, Academy and College Preparatory, Bainbridge, Md., are set forth in MarCorps letter of instruction* 1451. *BuPers Circ. Ltr.* 77-48 (*NDB,* 30 *April* 1948) *made applicable to the Marine Corps by Almar* 33-48, *provided for the* 1948 *nominations. The administrative procedures for this program do not provide for an entry in the service record book.*—ED.

No Shoulder Patches

SIR: I understand the Bureau of Naval Personnel cancelled the wearing of the amphibious shoulder insignia in 1944. Has there been any authority promulgated since then authorizing the wearing of such insignia?—E. J. A., RMC, USN.

• *No shoulder patches are now authorized for wear on the uniform.*—ED.



SHOULDER patches, like the amphib patch above, no longer are authorized for Navy.

Retirement at 60

SIR: In computing the time for service requirement for eligibility for the Naval Reserve retirement will the time I spent in the regular Navy count towards my retirement at the age of 60?—O. J. F., YNC, USNR.

• *Yes. All satisfactory federal service counts for retirement under Public Law 810 (80th Congress).*—ED.

Precedence Within Ratings

SIR: Are both pay grade 1A and 1 considered a rate? Who would be the senior man in the following case: the chief who made CPO (AA) first or the chief who made CPO (permanent) first—O. F. R., ADC, USN.

• *Pay grade levels within ratings are rates. Examples: AMC, AMCA, and so forth. Precedence of chief petty officers within the same rating depends upon date of advancement to pay grade 1A.*—ED.

19 Years and Six Months

SIR: I will be eligible to go into the Fleet Reserve in June 1949, with 19 years and six months total service. I understand that there is a bill pending in Congress that will require a full 20 years' service. Has this bill any effect upon my retirement?—G. L. R., GMC, USN.

• *No. BuPers has been authorizing transfers to Fleet Reserve with 19 years and six months active service. At present the Bureau of Naval Personnel does not contemplate any change in this policy.*—ED.



Construction Battalions (Seabees) have become permanent part of Regular Navy.

From SN to PO2?

SIR: I enlisted in September 1942 and was discharged in November 1945 as MaM2. I stayed out two years and 10 months and reenlisted November 1947 as S1, USN. During the time I was out I was in the Inactive Reserves. When I reenlisted it was with the understanding that if where I was stationed for duty the rating of MaM2 was open, that I could get my rate back. Now the rate is open as teleman. I was eligible for third class last May but they would not rate me because the complement of the ship is one rated mail clerk. Is it possible that I could take an examination for teleman second and get this rate back?—H. D. E., SN, USN.

• *No, but you can take the examination for TE3, if you meet eligibility requirements. See BuPers Circ. Ltr. 155-48 (NDB, 15 Aug 1948).*—ED.

Wants Back in Seabees

SIR: I am an ex-Seabee now stationed on a destroyer. I would like to know how I can get back in the Seabees.—F. S. V., RMSN, USN.

• *As you are stationed on board a vessel in the Pacific Fleet, you should submit your request to ComServPac via official channels, giving full particulars. An ex-Seabee stationed on a vessel in the Atlantic Fleet and desiring similar duty would submit his request to ComServLant.*—ED.

Records to Be Verified

SIR: Will service records, pay records and health records be verified by all commands every year as was done during May 1948?—J. E. E., HM1, USN.

• *Yes. Annual verification of enlisted service records, enlisted health records, enlisted muster and allowance cards (Parts I and III, respectively, of NavPers 500), and enlisted pay accounts is contemplated preparatory to annual census report. Detailed instructions concerning date and method of verification of these records and the preparation of the annual census report will be issued to the service annually by means of a BuPers circular letter.*—ED.

Going Up for First Class

SIR: (1) Due to the shortages in the EM rating, will any consideration be given to a man with broken service in regaining his former rating? I have broken service and served three years as EM1 in a former enlistment. (2) Now, when I wait my one year to go up again for EM1, must I wait the full three years to go up for chief? (2) Can an EM change over to AEM? I have one year in O-2 organized reserve (aviation).—C. W. E., EM2, USN.

• (1) *Yes. You can go up for EM1 after one year as EM2 in this enlistment.* (2) *Yes.* (3) *Yes, but only those men whose records show exceptional ability.*—ED.

Family Allowance

SIR: Can a Navy man's wife receive family allowance for two children by a former marriage if the divorce decree calls for the children's father to pay them $10.00 per week? If the answer is no and the children are living with the stepfather and he is completely supporting them, would it be necessary for him to legally adopt them to obtain this family allowance?—J. J. D., AD1, USN.

• *Under the provisions of the Servicemen's Dependents Allowance Act, as amended, the stepchildren of an enlisted man are entitled to receive family allowance benefits provided they are members of the enlisted man's household, even though the natural father of such stepchildren is required by court order or decree to contribute to their support.*—ED.

Classification Test Results Seldom Vary When Taken a Second Time

SIR: Regarding a letter appearing in the August 1948 issue of ALL HANDS by N. B. C., YN1, and concerning general classification tests, I feel the Editor has given a wrong explanation in answering his questions and the letter in general.

I've done a little checking and it seems to me that N. B. C. has a good, sound idea about the problem. I checked with 20 men who took the test several years ago and recently retook it. I found that all 20 scored higher marks on the latter test, some to an increase of 25 per cent. All of these men were of different rates and each of them had over six years service.

This information agrees with N. B. C. and by the same token disagrees with the Editor's reply to his letter. I believe if this situation is investigated a different opinion will be formed by the Editor.—R. J. L., SNGM, USN.

• *The situation described has in recent years been extensively investigated in just the manner suggested. That is, the first and second scores of retested men have been compared. It has been found that, although exceptional cases exist, a man does just about the same the second time as the first, sometimes a little better, sometimes a little worse. It is possible by chance to come across perhaps 20 men who all scored higher on the second test. But it is equally possible to come across 20 men who all made lower scores on the second test. When hundreds of men are studied, these chance effects balance out and no large or consistent differences are found for the average man retested.*

Studies on civilians with tests similar to the Navy GCT and Arithmetic Test show that scores are about as high at age 17 as they ever will be, and from the age of 23 or so show a gradual decline. Age and experience may add to knowledge and judgment, but they do not increase the basic reasoning ability *called for by these tests. Detailed information on this topic can be found in David Wechsler's book, "The Measurement of Adult Intelligence" (Second Edition, 1941).*—ED.

Temporary Officers' Status

SIR: What provisions, if any, have been made whereby a temporary officer who has not been accepted for permanent commission or LDO status can retain his temporary commission until he completes 20 years of service? There are many in this category who have but a year or two before "going out," who wish to be retained in a commissioned status. —W. A. D., LT (T), USN.

• *The only provisions that have been made are stated in Alnav* 44-48 (*NDB*, 15 *June* 1948). *In the light of that directive, temporary officers in the category you mention may expect an opportunity for further retention beyond fiscal* 1949, *although no definite commitments can be made for periods for which appropriations are not known.*—ED.

Selection Board for EDO

SIR: (1) How often do selective boards for EDOs meet? (2) When did the last one meet? (3) How many officers were selected. (4) When will the next one meet?—J. A. H., ENS, USN.

• (1) *Selection board for EDO meets when directed by the Secretary of the Navy. Ships and stations are notified in advance by circular letter inviting submission of application.* (2) *The last board met* 17 *Apr* 1948. (3) *A list of those selected has not been published as yet.* (4) *It is expected that the next board will convene in* 1949.—ED.

Identification

SIR: Under present provisions, a man may reenlist on any ship or station of his choice. Presumably, it is the responsibility of the examing surgeon to establish definite identification of a man so reenlisting. Under the present procedure, I desire to know how this may be accomplished.

Upon discharge, the man's health and service records are forwarded to cognizant bureaus at the Navy Department. The man reports to the ship or station of his choice with an honorable discharge certificate, notice of separation, and standard statement of service—none of which contain physical characteristics, scars, tattoos or other identifying marks. Admittedly, the right index fingerprint is on some of these forms, but who on most ships and stations is qualified to interpret a fingerprint?—J. E., W., HMC, USN.

• *The subject of identification has been considered at various times and past experience has shown that an enlisted man's discharge papers need not include his physical characteristics. Upon presentation of discharge papers for the purpose of reenlistment by an enlisted man to the CO of a ship or station other than that from which discharged, the CO satisfies himself from a careful examination of these papers and an interview with the man concerned that he is the individual whose name appears on the discharge papers and approves his reenlistment on board that ship or station in accordance with existing instructions. The reenlistment papers, including the identification card which contains the print of the right index finger are forwarded to BuPers for routine processing. The fingerprint card is eventually checked with the previous fingerprints on file in the Bureau. The Bureau will, at any time, furnish the CO with an immediate identification of an individual, upon request.*—ED.

MEs in Engineering or Hull

SIR: We are metalsmiths and would like to know the exact date that we will be transferred to the engineering department. Our rates were changed over in April 1948, but we have continued to be under the supervision of the first lieutenant.—N. E. A., MEC and J. W. S., MECA, USN.

• *The metalsmith (ME) rating is in rating group VII, Engineering* and *Hull. Men of this rating may be assigned to either department.*—ED.

Citations and Awards

(1) SIR: Is there any possibility of USS *Butler* (DMS 29), formerly (DD 636), receiving any recognition for her part in the war? I believe it has been overlooked to date.—G. W. A.

(2) SIR: How many battle stars does USS *Lenoir* (AKA 74) rate? Is she still in commission? How many battle stars does USS *Bayfield* (APA 33) have?—J. M., AMM3.

(3) SIR: I would appreciate information concerning awards made to the following units: Naval Construction Battalion 141, Naval Construction Battalion 607, Construction Battalion 1157. Were there any special awards made for participation in Operation Crossroads by Construction Battalion 1157?—R. E. C., PFC.

(4) SIR: I was attached to USS *Charles F. Hughes* (DD 428) during the first part of my enlistment and would like to know the service ribbons rated by personnel attached to the vessel from 17 Dec 1940 to 21 Oct 1944.—H. E. A., MM1.

(5) SIR: Did the crew of USS *Aaron Ward* (DD 483) receive the Presidential Unit Citation for the battle of Savo Island, 13-15 Nov 1942 and for shelling the beach at Guadalcanal in October 1942?—K. B. D., CCM.

• (1) USS *Butler was considered for the award of the Presidential Unit Citation or the Navy Unit Commendation. While performing in a meritorious manner, her service was judged not sufficiently outstanding to merit a unit award. Butler (DD* 636) *or (DMS* 29) *is entitled to four engagement stars for: the Sicilian Occupation, invasion of Normandy, invasion of southern France, and the Okinawa operations.*

(2) USS Lenoir (*AKA* 74), *decommissioned and returned to her former owner in* 1946, *is credited with one star on the Asiatic ribbon.* USS Bayfield (*APA* 33) *is credited with two stars on the Asiatic ribbon and two on the European ribbon.*

(3) *There is no record of stars on area ribbons for these units, nor is there a record of either an NUC or PUC. Individual awards only were made in recognition of Operation Crossroads.*

(4) *You are entitled to three stars on the European-African Area medal and one star on the Asiatic-Pacific area medal. Also, you are entitled to the American Defense Service medal with one star in lieu of Fleet clasp or Bronze A (optional).*

(5) USS Aaron Ward (*DM* 34, *ex-DD* 773) *was awarded the PUC for heroic service on* 3 *May* 1945. *To date,* Aaron Ward (*DD* 483) *has not been honored with a unit award.*—ED.

Where to Obtain Books

SIR: At times—particularly on a Reserve cruise which I took this summer—I have felt the need of refreshing my memory on information learned in the past and which is contained in such books as (1) *Watch Officer's Guide*, (2) Dutton's *Navigation and Nautical Astronomy*, and (3) Knight's *Modern Seamanship*. Where may they be obtained?—A. F. S., ENS, USNR.

• *Publishers of the books are as follows:*

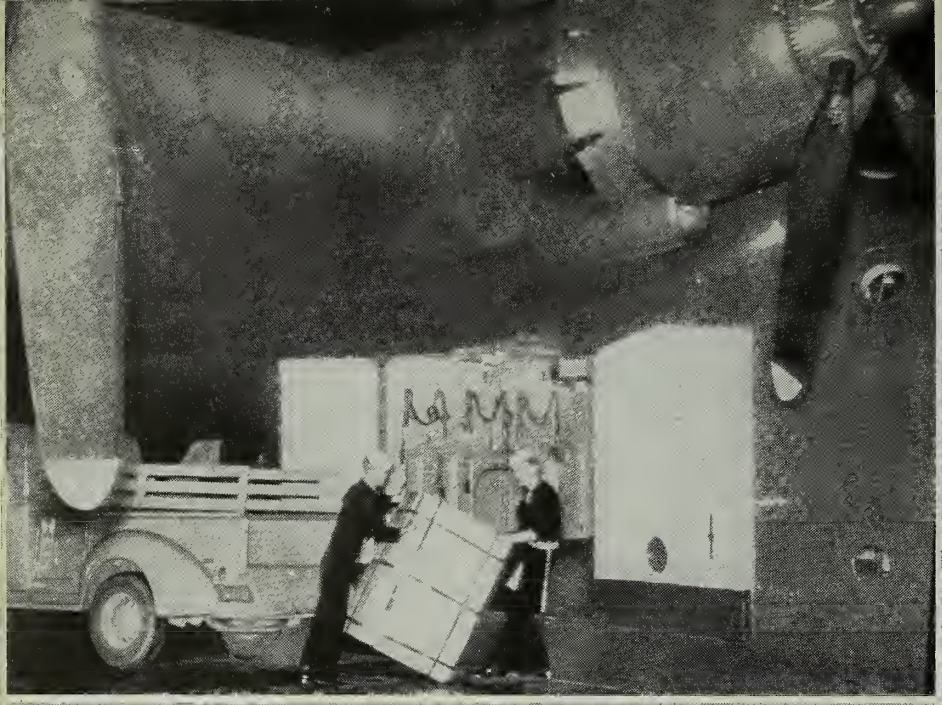
(1) *U. S. Naval Institute, Annapolis, Md. Cost of the last edition* (1945) *is* $1.25.

(2) *U. S. Naval Institute, Annapolis, Md. Cost of the eighth edition was* $2.20, *although another edition is now ready for sale, price not available.*

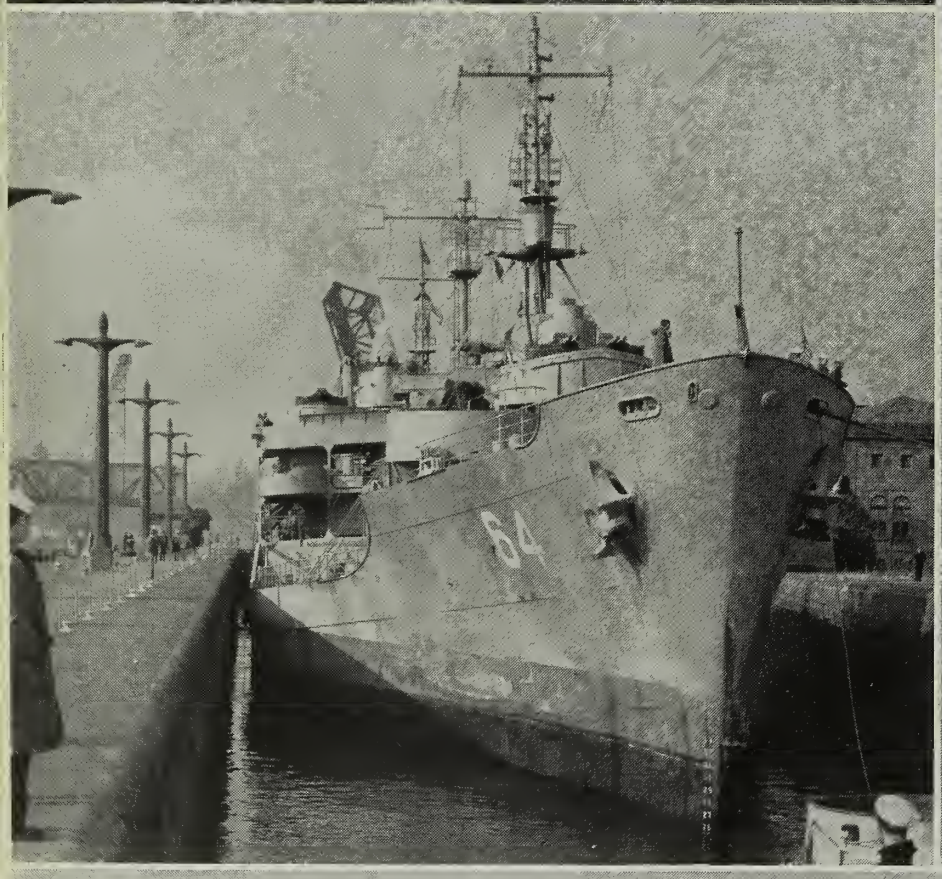
(3) *D. Van Nostrand Co.,* 250 *Fourth Ave., New York City. The* 11*th and last edition was published in* 1945.—ED.



USS *Aaron Ward* (DD 483)—Sunk by 98 Japanese planes off Guadalcanal 7 Apr 1943.

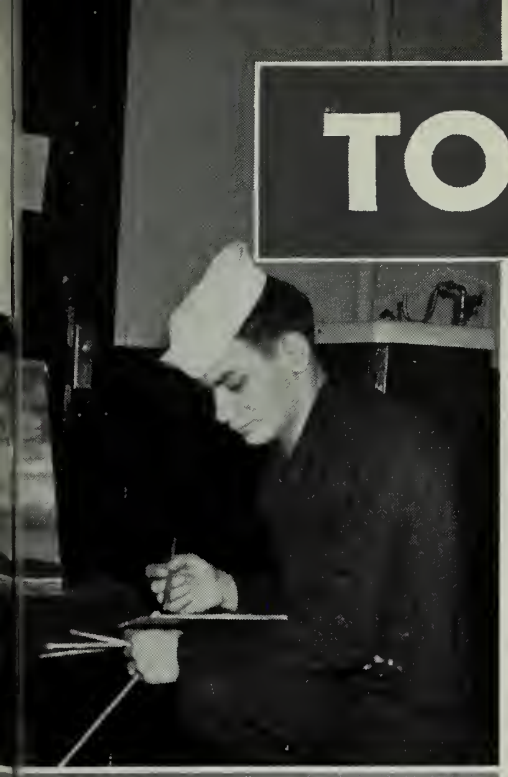





64


NURSE
HERE
U.S. NAVY









TODAY'S NAVY

Here's the Latest Information on Bonuses As Approved by the Voters in Six States

Additional information on state bonuses voted in November's elections has become available. Here is a summary of the legislation approved by the six states which voted favorably on bonuses for veterans at that time:

Indiana—Voters approved a referendum favoring a bonus payment which must still be approved by the state legislature. It is expected that the present legislature will pass the required bonus provisions.

Iowa—A bond issue of $85,000,000 will provide bonuses up to $500.

Louisiana—A bond issue estimated at $60,000,000 will provide bonuses ranging from $50 to $250.

Minnesota—The state legislature is authorized to provide a bonus and raise the money to finance it.

South Dakota — A constitutional amendment authorizes an indebtedness of $30,000,000 to provide a bonus up to $650 for overseas service and $500 for continental U. S. duty.

Washington—A bond issue of $100,000,000 was approved, to pay bonuses based on $10 per month for state-side service and $15 per month for foreign service.

Missouri, Nebraska, Oregon and Wisconsin rejected the bonus in the elections of November 1948. In Pennsylvania, bonus legislation is still in the hands of state law-makers and has not been presented to the voters.

Nine states which had passed bonus legislation previously are Connecticut, Illinois, Massachusetts, Michigan, New Hampshire, New York, Ohio, Rhode Island and Vermont. Alaska and Hawaii also had passed laws providing bonuses for veterans.

In most cases, the states which passed bonus legislation in November 1948 will not have the procedure and "machinery" set up for making actual payment for some time. State agencies will publicize the information widely when they are prepared to make payment, and ALL HANDS *will give additional information when it becomes available, with addresses. Veterans are asked not to forward applications or inquiries to state agencies or* ALL HANDS *until that time.*

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral Felix B. Stump, USN, Chief, Naval Air Technical Training Center, Memphis, Tenn., was ordered as ComAirLant.

Rear Admiral Walden L. Ainsworth,

Today's Navy in Pictures

TALENTED S. Enrico Caruso, SA, despite his famous name, is a capable painter, not a singer (top right). Top left: The Navy's massive *Marshall Mars* is loaded with hay which it flew to starving elephants on board SS *Swarthmore Victory* far out at sea. Left center: All hands took a deep breath and USS *Tolovana* (AO 64) squeezed through the Lake Washington Government Locks with scant inches to spare. Center right: Mothers and dads check children with lovely Donna Moline during a dance given by the Seattle, Washington Reserve Brigade. Below: 125 sailor-passengers line wings of *Philippine Mars*.

YESTERDAY'S NAVY



Marines raise flag on Mt. Surabachi on Iwo Jima 23 Feb 1945. USS Maine blown up by mine in Havana Harbor 15 Feb 1898. French gave first European salute to "Stars and Stripes" on the cruiser Ranger 14 Feb 1778.

FEBRUARY 1949

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28					

USN, retired 1 December.

Rear Admiral Joseph J. Clark, USN, Navy Department, reported as ComCarDiv 4.

Rear Admiral Ralph E. Jennings, USN, ComCarDiv 4, was ordered as ComFair Alameda.

Rear Admiral Harold M. Martin, USN, ComCarDiv 5, was ordered as Chief, Naval Air Technical Training Center, Memphis, Tenn.

Rear Admiral Dixwell Ketcham, USN, ComFair Alameda, was ordered as ComCarDiv 5.

24-Inch Supersonic Test Gun

A 24-inch test gun that will shoot 2,000-pound bombs and guided missile warheads at supersonic speeds against armor plate has been placed in operation at the Naval Proving Ground, Dahlgren, Va.

Use of the gun to fire bombs eliminates the necessity of having planes drop them in the testing area. The effect of the impacts on the missiles and their components is measured and analyzed, permitting the armed forces to expand their research and development work in the field of ordnance testing.

The gun is basically the sawed-off and altered barrel of a standard 16-inch gun which was damaged while in the number one turret of USS *South Dakota* during the Battle of Santa Cruz, 26 Oct 1942. After the war BuOrd salvaged the gun for its present use. It was modified by the Army's Watervliet Arsenal, and is available for test firing by all the departments of the military establishment.

Little-Known LSMRs Pack Punch Equal to Five Destroyers

"The most striking aspect of duty on board an LSMR is the number of Navy men you meet who have never heard of, much less seen, one of these vessels," writes the commanding officer of LSMR 512. "While ALL HANDS is conducting an interesting and important series on the navies of foreign powers, I personally would like to see the LSMR removed from the 'realm of the unknown' within the Navy," he adds.

If naval personnel are unaware of the LSMRs, they are overlooking a powerful little David anchored in among the Goliaths. Armed to the teeth, the little ship can cut loose a barrage of gunfire equal to that of five destroyers.

An LSMR (landing ship, medium, rocket) is not actually a landing ship, because it doesn't land on the beach. The function of the vessel is to lay off shore and support landings with a heavy barrage of fire. It is equipped with a bristling armament of guns and rockets to perform this task.

The LSMR was developed late during World War II as a result of the Navy's search for a shallow-draft vessel capable of moving close inshore and providing heavy gunfire support and for shore bombardment with 10,000-yard barrage rockets. They found the plentiful LSMs (the Navy had 558 of them at the time) could most easily be converted for this purpose. During 1944 the Navy converted 12 LSMs into LSMRs by covering the well deck, sealing the bow doors, increasing the number of guns and adding rocket launchers. First of the vessels to be converted was the LSMR 188 on 11 Nov 1944. During 1945, 48 more of the LSMs were transformed into rocket fire-support ships.

These LSMRs carried 10 rocket launchers, continuously fed and automatically fired, and aimed by remote control, each capable of firing 30 spin-stabilized rockets per minute, or 300 rockets per minute per ship. In addition, wartime firepower of the vessels consisted of one 5-inch 38 caliber dual-purpose gun, two twin 40mm AA guns, four twin 20mm AA guns, and four 4.2 inch chemical mortars. They are equipped with directors for the 5-inch and AA guns and the launchers. They also have fire control radar for the 5-inch guns.

The Bureau of Ordnance has under development a new automatic rocket launcher that will greatly increase the LSMR's effectiveness.

Only 203½ feet in length with a 34-foot, 6-inch beam, the 1,175-ton (when fully loaded) vessel has good endurance. Equipped with two 1,800-horsepower diesel engines, it can cruise 4,500 miles at 12 knots. Maximum speed in 13.2 knots. Because all space is needed for ammunition stowage, the LSMR carries no troops or cargo. The ship draws only 3 feet 4 inches forward and 7 feet 5 inches aft of water in light condition.

Two LSMRs were sunk during World War II, both during the Okinawa campaign. LSMR 195 was sunk on 3 May 1945 by air attack and the next day LSMR 194 went down under the impact of a suicide plane.

Complement of the LSMR is 7 officers and 133 enlisted personnel. Of the 60 LSMRs converted, the Navy still has 48. Eight of these are on active duty, four assigned to the Pacific and four assigned to the Atlantic Fleet. Forty of the vessels are in the Reserve Fleet.



BRISTLING armament of guns and rockets, LSMRs are admirably equipped for support of amphibious landings.

Torpedo Attack Trainer

The Navy has a new device for teaching pilots to launch aerial torpedoes.

Known as the Crail Aerial Torpedo Attack Trainer, the device consists of an ordinary pilot trainer which has controls similar to a torpedo bomber. The trainer is situated in a circular pit with high walls.

On the walls of the pit are projected moving images of the sea and weather conditions such as fog, clouds and moving targets which can be varied from a battleship to a tugboat by the instructor.

Sitting in the cockpit, the student pilot sees his target close in as the torpedo plane which he is theoretically piloting approaches at attack speed. He must estimate his distance from the target, plan his approach and perform all other functions he would have to if he were actually attacking the target.

He drops his "fish" and watches its wake as it speeds towards the target. He then must make a recovery from the run and employ evasive tactics against theoretical antiaircraft fire. Over the phones comes word from his instructor whether he scored a hit or an explanation that he aimed too far ahead or behind the target, or made some other miscalculation.

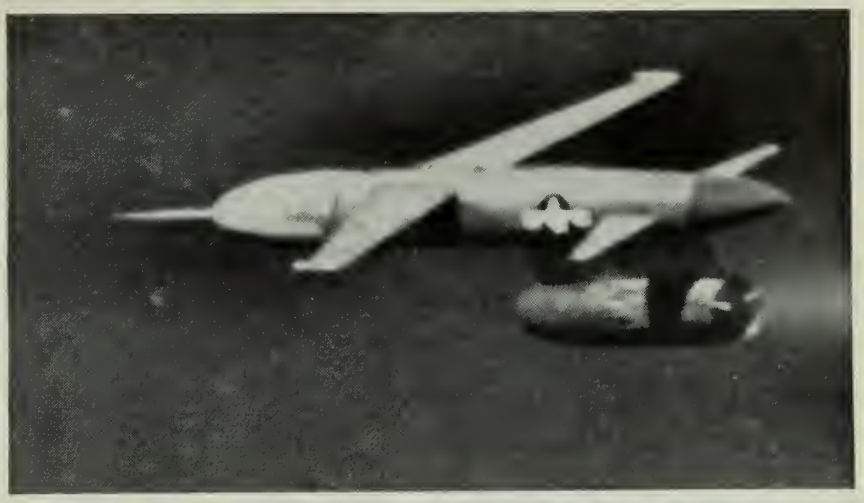
In an observation control room overlooking the pit an instructor sets up the problems for the student. Dials tell the instructor exactly what the student is doing and how things are going to turn out and why. He relays this information over the phones to the student.

The illusion of flying over the ocean and moving in to attack the target is realistic to the student because the films projected on the walls of the pit were photographed from planes executing the same maneuvers.

The delicate electronic equipment used to control and synchronize the operations of the trainer is housed in air-conditioned quarters so that heat will not throw its delicate mechanism off balance. The Crail Aerial Torpedo Attack Trainer was developed at the office of Naval Research, Special Devices Center, Sands Point, Port Washington, N. Y.



TORPEDO ATTACK trainer developed by the Navy uses actual combat films to train student pilots under realistically simulated battle conditions.



NEEDLE-NOSED *Gorgon IV*, a ram-jet powered pilotless missile being tested by the Navy, has set a time-range record for aircraft of this type.

Liberated Supersonic Tunnels

Wind tunnels captured from the Germans and modernized have developed an air speed of almost 4,000 miles per hour—more than five times the speed of sound—at the Naval Ordnance Laboratory, White Oak, Md.

The new high air speed was attained in two 16-inch-square tunnels captured at Kochel, Bavaria, by American forces at the end of World War II.

A certain procedure used in the tests—that of feeding the air into an area of almost complete vacuum—has the effect of lowering the temperature to a very low point. The record was obtained at a temperature of 377 degrees below zero, Fahrenheit. The wind was equivalent to 3960 miles per hour at sea level at normal temperature and pressure.

The Germans conducted preliminary research on the V-2 rocket in the same tunnels, but their highest attained air speed was approximately 18 percent lower than the present record. The tunnels were dismantled and shipped to the U. S. in October 1945. They were modernized and re-erected at the Naval Ordnance Laboratory and placed in operation in July 1948.

"This is one of the first important steps in the Navy's development of weapons for use at supersonic speed," an NOL official said. "Most nations, including our own, are doing extensive work in developing aircraft to fly at or above the speed of sound. Projectiles fired from these aircraft, in pursuit or at them in antiaircraft defense, obviously must travel at several times the speed of sound if they are to be effective."

Leathernecks Teach Perfection to Pre-Flight School Cadets



RIFLE of a future flier is inspected by N. A. Parangins, SGT, USMC, during regular class in field drill.

At the Pensacola pre-flight school you don't tell it to the Marines. They tell you.

Thirty-six years of experience backs the word of the four Marine Corps sergeants whose job it is to teach perfection in all the field drill procedure an aviation recruit needs to know. By the end of the 17-week course, they usually know it well.

The NCOs send the midshipmen through drill field capers every day during the pre-flight course.

Their years in service adds up as follows: Staff Sergeant John W. Johnson, USMC, nine years in various instructing capacities; Technical Sergeant Frank Despeigal, USMC, 11 years including the Iwo Jima invasion; Staff Sergeant A. K. Woodard, USMC, eight years with a Purple Heart from the Okinawa campaign; and Sergeant Nicholas Parazino, USMC, eight years in all phases of Marine activity.



SWORD drill is taught aviation recruits by F. Despeigal, TSGT, USMC, during stiff course at Pensacola.

Navy Doctor-Hero Dies

Rear Admiral Robert Gaylord Davis, MC, USN (Ret), is dead. Known as the doctor of Bilibid prison during the early grim days of Manila's occupation by the Japanese, Admiral Davis toiled relentlessly in his ministrations to the wounded.

Then a captain, Dr. Davis underwent all the suffering and privations of his fellow prisoners at Bilibid, Formosa, Korea and at a prison camp in Mukden, Manchuria. He was forced to work as a field laborer during his captivity. He was liberated on 30 Aug 1945. During distribution of prisoners to various camps from the hospital he commanded in Manila, only one of hundreds of seriously wounded patients died—a record of which Admiral Davis was proud.



RESUPPLYING weather stations in the far north, joint Canadian-American expedition uses a Navy helicopter to evacuate men from Dumb Bell Bay.

Navy Scientists First Again

For the first time in history, Navy scientists have measured the infrared rays of the sun at an altitude of 35,000 feet.

Flying in a specially converted B-29, the scientists gathered valuable information that will aid in meteorological forecasting. With these new data astronomers who have been studying light in atmosphere will have a new basis for far more accurate evaluation of light absorption and intensity.

Infrared rays from the sun play an important role in giving the sensation of heat. Without heat absorption in the atmosphere, life on earth might not be possible.

Measurements were made at 35,000 feet, and at 5,000-foot intervals down to 10,000 feet. The plane was equipped with a heliostat, or sun follower, intricately devised for catching the sun's rays at any angle and transmitting them by a series of carefully placed mirrors to the monochromator, which measured the rays and recorded the information on an electronic recorder. The instruments were so complex and delicate that a year was spent in adapting and installing them in the plane.

Information gathered by the Navy scientists confirmed the existence of a mysterious absorption band in the

infrared spectra, or layer in the atmosphere extending as close as 35,000 feet to the surface of the earth.

The experimental flight was made from NAS Anacostia, D.C., to Great Barrington, Mass., in an Air Force B-29 loaned to the Navy. This was the first of such experiments and it established the feasibility of other such scientific programs. The project was a joint undertaking of the Naval Ordnance Test Station, Inyokern, Calif., and the Johns Hopkins University physics department, under the sponsorship of the Office of Naval Research.

African Expedition

A Navy medical science group is back in the United States following intensive research studies of tropical diseases in Africa.

Return of the mission brings to an end eight months research of tropical diseases found in the 15 African countries visited. During that time, the Navy medical team traveled 21,000 miles by jeep and truck.

The group was part of the University of California African expedition. Its purpose was to study tropical diseases, collect rare specimens and establish a medical information exchange program.

Information acquired on the expedition also will be made available to scientific and research institutions. One of the specimens captured by the expedition which achieved nation-wide attention was a group of 104 shrews, a malaria carrier (See ALL HANDS, July 1948, p. 43).

The Navy group returned on board the light carrier USS *Huntington* (CL 107) which had been on a good-will trip of major African and South American ports. Huntington was accompanied by the destroyer USS *Douglas H. Fox* (DD 779).

Two Medical Officers Honored

For a scientific paper they wrote, two Navy medical officers were honored by the Association of Military Surgeons of the United States at its annual convention.

The officers are Lieutenant Commander Eugene P. Cronkite and Lieutenant (junior grade) William H. Chapman. Both are on the staff of the Naval Research Institute at Bethesda, Md. Dr. Cronkite is head of the institute's hematology facility and Lt. Chapman is a member of his staff.

Chief Buried at Sea By Former Shipmates

Quiet dignity marked the burial at sea of a former crew member of USS *General H. W. Butner* (AP 113).

Last respects were paid to Earl Lee McKeel, BMC, USN, by his former shipmates as *Butner* lay to in a calm Pacific sea—in the track between Guam and Pearl Harbor over which he had sailed many times before. It was his widow's request that her husband be buried at sea from the ship to which he last was attached before assignment to Naval Supply Center, Guam.

Chief McKeel was one of five men who succumbed from injuries sustained in a gasoline fire on Guam.

The military and religious ritual, impressive in its simplicity, was a fitting tribute to the CPO who earlier in the year was commended at captain's meritorious mast. At that time he was cited for his assistance in rescuing a *Butner* passenger who had fallen overboard.

The crew, honored by their assignment, had rehearsed the burial procedure on the outward voyage to Guam until every man on board was letter perfect in his role.

After the ship came to a stop for the services, colors were half masted in the brilliant morning sun. Officers and crew stood at attention on a part of the maindeck for which Chief McKeel's old division had been responsible.

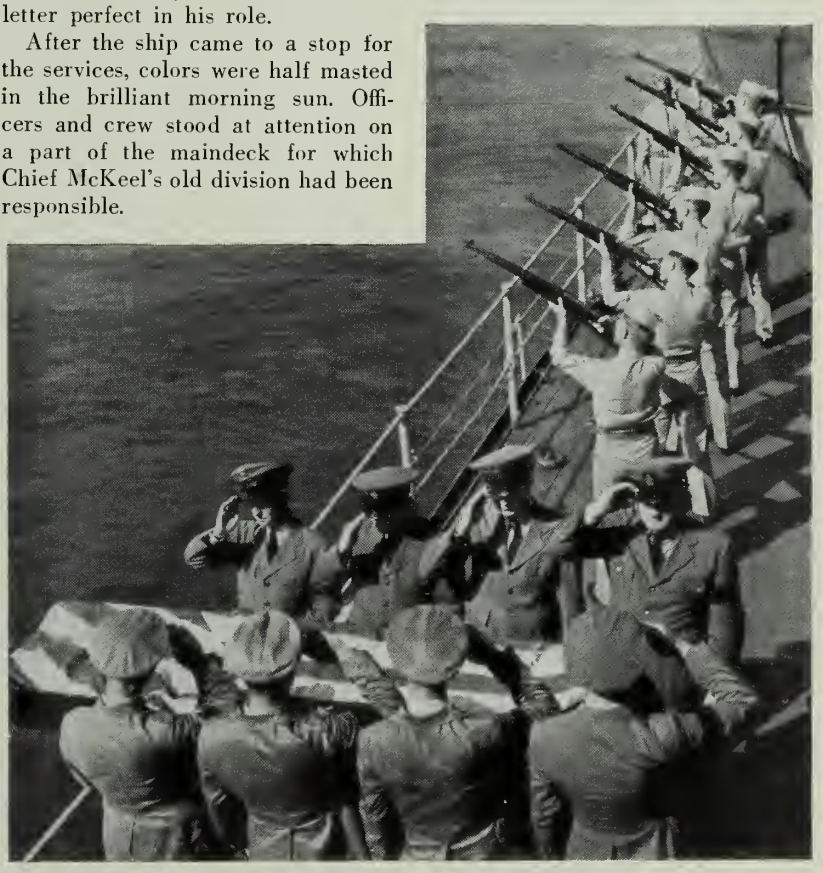
Against the ship's rail lay the flag-draped remains flanked by eight CPOs with whom Chief McKeel had served. His old division—the second—formed the honor guard, while a six-man Marine Corps firing squad stood erect near the rail.

In turn, each division in the ship marched smartly past and tendered Chief McKeel a final salute. A light tropical breeze carried a few white clouds slowly across the sky.

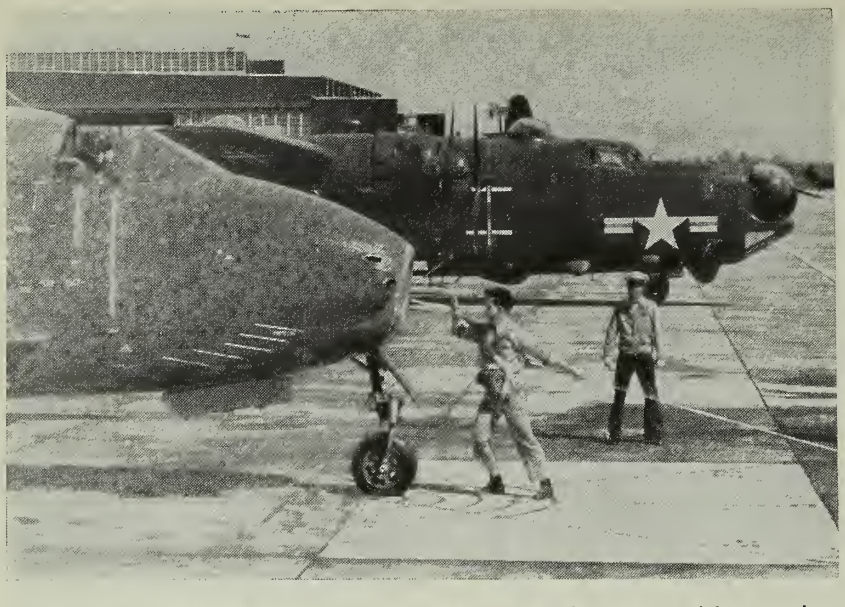
Silence descended on the ship, broken only by the sound of the voice of Chaplain W. E. Brooks.

When the words of committal were spoken, the bier was raised and the remains slid gently from under the colors into the sea. Three volleys were fired. A marine bugler sounded Taps.

The flag was folded and given to Capt. John M. Sweeney, USN, *Butner*'s commanding officer, for later presentation to Mrs. McKeel. This act signalled the end of the ceremony. *Butner* then resumed her course toward Pearl Harbor.



FINAL TRIBUTE . . . on the calm Pacific, beneath a brilliant morning sun.



SUCTION of an FJ-1 jet turning-up at full power is being tested by a volunteer at NATC Patuxent River to determine the forward danger area.

How Close Can You Get?

Tests have been conducted to determine how close a human being can get to the air-intake opening of a jet plane without being inhaled, so to speak.

With heavy safety lines attached to his body, an officer of the Medical Service Corps approached the nose of a North American FJ-1 Fury as the plane's jet engine ran at full power. The tests, which were conducted at NATC, Patuxent River, Md., showed that a person can get within two or three feet of the nose of the plane without being sucked in, if he is extremely careful. There is less danger if a person remains at one side of the nose than if he stands directly in front of it.

Air velocity, it was found, was 38 knots at slightly more than two feet from the nose. At three feet, velocity was 15 knots, and at four feet, five knots.

Test center personnel emphasized that conclusions of the test apply only to the FJ-1 Fury. Twin-jet aircraft would have a greater danger area directly in front, because of their smaller intakes.

Kitty Hawk's Return

Now on display in the most honored position among aviation relics in Smithsonian Institution, Washington, D.C., is a flimsy, 600-pound aircraft that today is officially credited with being the world's first man-carrying flying machine. It's the *Kitty Hawk*, built by the brothers Wilbur and Orville Wright, and returned to the United States by the Navy.

The famous plane was brought back to the country of its birth after a 20-year "exile" in Kensington Museum, London, England. Brief honors were accorded the *Kitty Hawk* as the three crates in which it was shipped were lowered onto a Navy truck trailer from the aircraft carrier USS *Palau* (CVE 122) at Bayonne, N.J. *Palau* had taken on its precious cargo at Halifax, Nova Scotia, from an English liner. The Navy truck then took the plane to the government's national museum in what was termed "Operation Homecoming."

Submariner Dies

Death has claimed Rear Admiral Richard G. Voge, USN (Ret), submarine commander during World War II and recipient of Navy awards for heroism.

Admiral Voge was aboard USS *Sea Lion* (SS 195) when the submarine was bombed by the Japanese at the beginning of the war in the Philippines. He escaped. As a lieutenant commander he received the Navy Cross when he was captain of the submarine USS *Sailfish* (SS 192), which attacked and damaged an enemy cruiser in the Gulf of Davao. His submarine later sent two torpedoes into an escorted Japanese aircraft carrier. *Sailfish* was the former USS *Squalus* which had sunk in 1939 off Portsmouth, N.H., but was salvaged and recommissioned.

For bringing his vessel safely back to port after attacking a 26,900-ton escorted aircraft carrier, he was awarded the Bronze Star Medal. He served as an operations officer of submarine fleets in the Pacific during late stages of the war. He also held the Distinguished Service Medal.

Bikini Test Ships

Eleven of the 76 surplus vessels which were anchored in Bikini lagoon for the underwater atomic bomb test on 25 July 1946 are still afloat.

Of these 11 ships, nine have been completely decontaminated, one is still radioactive and will soon be sunk. The other is serving as a radiological defense laboratory.

Back in service after being decontaminated are the submarines *Dentuda* (SS 335) and *Parche* (SS 384) and



NEWEST Navy patrol plane now under construction, the XP5Y-1 features four propeller turbine engines and a newly developed 'slim jim' hull.

Carrier Plane Warfare Featured in New Movie

With the Navy's cooperation, a Hollywood studio is filming a motion picture of naval carrier operation and air warfare. Titled "Task Force," it will cover naval aviation activities from 1921 to the present time. The movie emphasizes the part played in the Pacific war by carrier planes.

Scenes have been taken on board the aircraft carrier USS *Antietam* (CV 36) during scheduled Navy operations in the Pacific. The show's stars—Gary Cooper, Wayne Morris and Walter Brennan—and a crew of 120 technicians and directors, were on board *Antietam* about a month for carrier sequences.

Other photographic units took pictures in the Hawaiian Islands, Midway Island, the Panama Canal Zone and elsewhere.

the LCILs 549 and 615. The five other vessels completely decontaminated, USS *Bladen* (APA 63), USS *Cortland* (APA 75), USS *Fillmore* (APA 83), USS *Geneva* (APA 86) and USS *Niagara* (APA 87) are being scrapped.

The radioactive USS *Hughes* (DD 410) is scheduled to be sunk during naval maneuvers in keeping with the policy of sinking those ships the cost of decontamination of which would far exceed any scrap value. Another of the vessels involved in the test, USS *Pensacola* (CA 24) was sunk in November.

Although only nine vessels were sunk outright or capsized and later sunk at the time of the test, 56 other ships involved in the test have been either used as target ships or sunk because it was more economical to sink them than to salvage them.

The aircraft carrier USS *Independence* (CVL 22) which withstood intense blasts from both Bikini atom bombs, is now located at San Francisco, Calif., where it is used as a guinea pig for tests of decontamination methods and a training ground for radiological safety groups.

Newest Jet Fighter Tested

The Navy's newest jet fighter, the Douglas XF3D-1 "Skyknight," is undergoing flight tests.

The Skyknight is a fast two-place plane designed for carrier use. It can be used for a variety of carrier-based tasks with little modification and without lessening its value as an all-weather fighter. Its long range and high speed make the Skyknight valuable as an attack fighter, a long-range patrol or reconnaisance plane, or a long-range escort fighter.

The twin-jet XF3D-1 is basically of conventional design. It has unusually clean streamlining, and square wing tips. Two new features have been incorporated, adding to pilot safety. These are a non-glare instrument panel and an underside escape chute. The instrument panel and consoles are lighted from behind with red light. Numbers and letters are outlined with transparent lucite. The lighting is so arranged that each dial is lighted by more than one bulb and each bulb helps to light more than one dial. As a result, the failure of one bulb doesn't mean the loss of a gauge.

The underside escape chute permits occupants of the plane to bail out through the floor at high speed, if necessary, thereby avoiding the tail surfaces. Bailing out is possible by the normal method at lower speeds.



POWERFUL new Navy fighter, the XF3D-1 Skyknight, a twin-jet long-ranged carrier plane, promises to be one of the most versatile planes ever to fly.

QUIZ AWEIGH

This is one quiz program where you don't win an elaborate prize for being correct—just self-satisfaction in realizing that you're on your toes about what's happening in the Navy today.



1. A sailor entitled to wear the specialty badge on the left is (a) butcher (b) tailor (c) lithographer.

2. Anyone seen sporting a specialty badge like the one on the right would be (a) molder (b) builder (c) utilities man.



3. Every good seaman should recognize the flag on the left as belonging to (a) Secretary of Defense (b) Secretary of the Army (c) Secretary of the Navy.

4. Any sailor that has seen the flag on the right will know right off that it belongs to the (a) Commandant, U. S. Coast Guard (b) fleet admiral (c) Secretary of the Navy.

5. Whenever either one of the personages entitled to these flags are on board ship the flags are flown at the (a) mainmast (b) jackstaff (c) foremast.



6. This type signaling is called (a) semaphare (b) morse (c) wig wag.

7. The letter being made is (a) T (b) U (c) O.

ANSWERS TO QUIZ ON PAGE 53

THE BULLETIN BOARD

38,000 Applicants Compete For 2,000 Scholarships in Navy ROTC Training Program

More than 38,000 American young men in all parts of the world took tests to compete for 2,000 Navy college scholarships in the NROTC program.

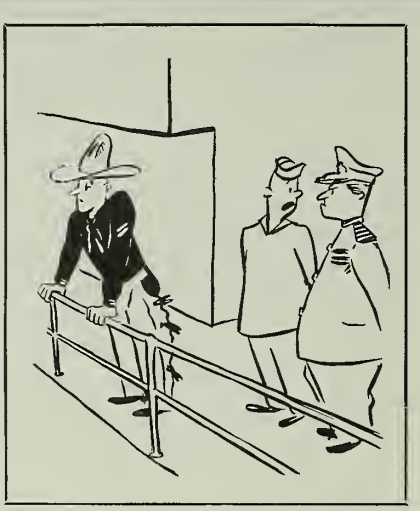
Applicants were given the Navy college aptitude test in more than 550 U.S. cities, in U.S. possessions, in Tokyo and London and on board U.S. Navy ships throughout the world. The Navy will select approximately 2,000 for the scholarships at 52 colleges and universities which have NROTC units. Civilian applicants will receive 1,800 of the scholarships and enlisted men in the Navy and Marine Corps will receive the remaining 200.

Enlisted naval applicants were recommended by their COs and passed a physical examination before taking the aptitude test. The 200 successful Navy examinees will be sent to NavScol, Academy and College Preparatory, Bainbridge, Md., for three months of training before being ordered to college.

Civilian applicants who passed the aptitude test and the later physical examination will be interviewed by senior naval officers at a naval officer procurement office and will then be selected by state and territorial boards. These boards, made up of naval officers and prominent civilians, will make final selections under quotas established for each state and territory.

Upon completion of their college training, NROTC students are required to accept commissions as ensign, USN, or second lieutenant, USMC, if qualified.

The number of applicants was approximately 7,000 greater in 1948 than in the preceding year.



'He says he's heard a lot about bucking seas.'

New Device Automatically Records a Ship's Course

Being produced for the Navy is a new device which automatically and continuously records a ship's course. The instrument does not require the personal attention of an operator and can make an eight-day record without attention while running at low speed.

It was developed by engineers of General Electric, the firm manufacturing the device for the Navy. It is the size of a table-model radio-phonograph.

It records the vessel's route on a moving roll of paper. This shows any deviations from the set course. This is accomplished through electrically connected metal points with the ship's rudder and compass.

Engineers say the device is being used by the Navy to determine the accuracy of experimental "automatic pilots."

NATC Sets Perfect Safety Mark for 2-Month Period

In more than 150,000 flight hours the Naval Air Training Command chalked up a perfect safety record for a two-month period. The impressive performance, netting a "well done" from the Chief of Naval Operations, was established between 4 Sept and 4 Nov 1948.

The non-fatality period compares with a two-year postwar interval when the average fatal accident rate was about 8.55 per 150,000 hours. It is estimated that more than 50 per cent of the 150,000 hours flown were by Naval Reserve pilots.

NATC includes basic, advanced, technical and Reserve flight training, but not Fleet units.

Personnel Due for Retirement Or Transfer to Fleet Reserve To Be Given Suitable Ceremony

Naval personnel being transferred to the Fleet Reserve or the retired list are due to receive a send-off worthy of their service.

BuPers Circ Ltr. 228-48 (NDB, 30 Nov 1948) enjoins COs to arrange a suitable ceremony on the occasion of any man's transfer to a separation activity for further transfer to the Fleet Reserve or retired list. The letter suggests that COs have all hands mustered aft, and read the individual's orders for transfer to the Fleet Reserve or retired list, mention awards, commendations and career highlights, and make suitable remarks in bidding farewell.

Current instructions require that all men being transferred to the Fleet Reserve or the retired list be transferred to a separation activity for processing and release to active duty. "Very often," the letter points out, "men in his category are transferred from their last permanent duty station without the expression of appreciation they so rightfully deserve."

"During their long naval careers these men have contributed greatly to the efficiency and morale of the Navy," the circular letter continues, "and the Navy department appreciates their faithful and honorable service. Certainly a 'well done' is in order, as evidenced by the fact that they have completed sufficient honorable service for transfer to the Fleet Reserve or retired list."

State of Missouri Gives Silver Service to BB 63

The state of Missouri is mighty proud of the only active battleship in the Navy and which bears the state's name—USS *Missouri* (BB 63). The state is so proud, in fact, that its general assembly appropriated $10,000 for an 18-place silver service which was presented to the ship.

Participating in ceremonies at which the silver service was presented was *Missouri's* most illustrious citizen — President Harry S Truman. The presentation was made by Missouri's governor while the battleship was at the Norfolk Navy Yard.

Complete Revision of Navy Regs Now in Process of Distribution, Effective on 20 January 1949

U.S. Navy Regulations, 1948, a complete revision of U.S. Navy Regulations, 1920, has been completed and is in the process of distribution.

For planning purposes, the new Regulations become effective on 20 Jan 1949. Old copies should be retained for reference until 30 June 1949, then disposed of. Neither the old Regulations nor their binders should be sent to the Navy Department.

The job of revising Navy Regs was in progress two years. It was performed by a board of officers chosen from representative branches of the naval service. The regulations have been reviewed thoroughly by Navy Department authorities and a final review has been made by the General Board of the Navy.

The policy in writing the revised regulations has been to include only the principles considered to be basic and necessary to the naval establishment's proper functioning as a whole. The numerous detailed instructions pertaining to matters coming under the authority of various bureaus and offices of the Navy have been left to the manuals of such bureaus and offices.

The new volume consists of 70 Articles for the Government of the Navy, and 21 chapters, printed on approximately 200 pages.

By virtue of the revision, the new regulations are believed to:

- State basic principles and orders for the guidance and government of all persons in the naval establishment.
- State, briefly and clearly, the basic responsibilities and duties of officers, officials and permanent organizations.
- Conform to recent laws, such as the Unification Act and the act defining the duties of the Chief of Naval Operations, the Naval Inspector General, the Office of Naval Research and the Office of Naval Material.
- Reflect wartime experience and current directives issued or approved by the Secretary of the Navy.
- Regroup and rearrange material in a more logical and orderly sequence.
- Eliminate duplications and archaic material and administrative material which is legally the responsibility of the individual bureaus and offices of the Navy Department.

Beginning with the 1870 edition of the regulations, Navy Regs has been revised and reissued eight times prior to the 1948 revision. The period from 1920 to 1948 was the longest in which no complete revision was made. Much of the material added during that 28-year period was of an administrative nature.

During the recent period of naval expansion the manuals issued by Navy Department bureaus and offices and approved by SecNav have developed logically, and now contain administrative regulations and instructions which duplicate in many instances those of the 1920 Navy Regulations. The new issue avoids such ambiguity and incorporates revisions based on experience gained in World War II.

No personal copies will be distributed.

Navy to Pay Tuition for Off-Duty Studies

Naval personnel now may take general education courses at accredited universities, colleges and junior colleges during off-duty hours with the Navy footing the tuition bill.

The new program is aimed at permitting Navy men and women to add to their professional capabilities in the service. It opens the door to new opportunities in education at a higher level than has been available before.

Special funds are available for payment of tuition for courses taken voluntarily by naval personnel. A maximum amount of $25 each semester or quarter per course will be paid by the Navy. Eligible candidates can enroll in but two courses during a semester or quarter.

Here's the way the new program works:

To be eligible enlisted Regular or Reserve personnel must have at least one year of obligated service remaining upon enrollment. Reservists must be under orders to active duty for at least one year. In any case personnel may enroll for study only when they can finish the course selected during their normal duty tour.

Enrollment in courses can be made only in those universities, colleges or junior colleges which are accredited by the American Council on Education. Commanding officers must approve all courses taken by personnel.

Directors of training in all naval districts administer expenditure of funds for district commandants. The $25 maximum for each course to be paid by the Navy is to defray cost of tuition only. All other costs are paid by the individual. Included among these are costs such as any tuition charge exceeding $25, registration, matriculation, laboratory and graduation fees, service charges for deferred payments, cost of materials including books and supplies, and fees for examinations to qualify for advanced courses.

Provided funds are available, district commandants ordinarily will provide funds for courses if subjects have been approved by educational services and commanding officers. Off-duty students who fail their courses or voluntarily withdraw and consequently do not complete two consecutive courses will be ineligible for additional funds without BuPers approval.

If you're interested in studying on your own time under the new set-up, here's the way to go about it:

- Confer with your educational officer who will tell you the procedure necessary to get your CO's approval.
- Apply directly for admission at the educational institution you've chosen.

2-Week Courses in 76 Schools Offered Naval Reservists

Two-week courses in 76 schools will provide Naval Reservists with greatly increased opportunities for annual training with pay during 1949.

Classes in the 76 schools will convene on the first and third Mondays of each month, beginning 17 January. More than 50 types of instruction, covering many ratings, are offered. Inquiries about, and requests for, such training should be addressed to the commandant of applicant's naval district. Requests for training should be sent to the commandant at least one month prior to the convening date of the class.

This year-round shore training supplements the Naval Reserve's sea cruise program. Reservists also may request training duty at naval activities, including shipyards, bureaus and headquarters of naval districts.

AMs Now Eligible to Become Combat Aircrewmen; Flight Orders Policy Is Clarified

Men qualified or striking for the rating of aviation structural mechanic now are eligible to become Navy combat aircrewmen. Addition of the AM rating to the eligible list is contained in a Bureau of Naval Personnel directive which also clarifies the policy of temporary flight orders for those in the CA classification.

Previously combat aircrew duties had been confined to the following rates: AD, AT, AO, AG, AL, or AF. (See ALL HANDS, June 1948, p. 50.) The new directive, BuPers Circ. Ltr. 210-48 (NDB, 15 Nov 1948), also redesignates the nomenclature of "aircraft gunner" from its previous name of "aircraft machine gunner." Qualified CA personnel now are required to wear the aircraft gunner distinguishing mark instead of merely being authorized to wear it.

The policy of authorizing flight orders to CA personnel is changed when such crewmen are assigned to activities where they are not required to participate in frequent or regular aerial flights. If a command's mission does not require CAs to fly, they are not to be given temporary flight orders at the expense of other aviation rates, the letter states.

The clarification of this ruling is in keeping with the policy of allowing aviation rates to fly when they are required to participate in flights necessary to carry out the mission of the command.

3 Courses at War College Open to Senior Officers

Three courses will be given at the Naval War College, Newport, R.I., starting 12 Aug. 1949.

The courses are open to senior officers. Eligibility requirements are listed in BuPers Circ. Ltr. 207-48 (NDB, 15 Nov 1948). Applications for attendance at the college may be submitted via official channels to the Chief of Naval Personnel (Attn: Pers 311E2) before 1 Feb 1949.

Two of the courses, junior and senior, cover introduction to military problems applicable to modern warfare. A logistic course covers the study of such operations within the Navy and for joint operations.



Boat, Parris Island

'I just heard the sergeant talking about a promotion for me. What rank is court-martial?'

Navy Enlisted Men Eligible To Compete for Appointment As Cadets in Coast Guard

Regular or Reserve enlisted men are eligible to compete for appointment as cadets leading to commissioned rank in the U. S. Coast Guard.

Nation-wide competitive examinations for appointment to cadetship are scheduled for 23-24 Feb 1949. Basic requirements each prospective candidate must meet are as follows:

- Be not less than 17 nor more than 22 years of age on 1 July 1949.
- Be a high school graduate.
- Be unmarried.
- Have high school or college credits in the following subjects: algebra, 2; English, 3; plane geometry, 1; physics, 1; and 8 optional credits.
- Be at least 5 feet 6 inches in height with 20/20 vision uncorrected in each eye and otherwise in excellent physical condition.

Successful candidates—who qualify and are accepted for appointment—will be discharged from the Navy if they make written requests to the Chief of Naval Personnel. Complete information may be obtained by writing direct to the Commandant, U. S. Coast Guard, Washington 25, D. C., according to BuPers Circ. Ltr. 209-48 (NDB, 15 Nov 1948).

Examinations will be given in the continental U. S. and in Ketchikan, Alaska; Honolulu, T. H., and San Juan, Puerto Rico. As a result, only those enlisted men whose units or stations are in these areas during the examination periods will be eligible to compete.

Information on Administration Of Army Personnel Assigned For Duty at Naval Activities

Standardized methods of procuring Army personnel for duty in naval activities, the accounting for such personnel and relative information to assist in their administration are given in BuPers Circ. Ltr. 222-48 (NDB, 30 Nov 1948).

While the letter covers administrative matters in detail, only points of outstanding interest are outlined here:

- Each member of the Army assigned to a permanent tour of duty with the Navy will be attached to some Army unit for administration. The Army unit will be one located near the naval activity, when possible.
- The method for paying such Army personnel, rendering allotments and conducting similar financial matters will be determined by agreement between the CO of the naval activity and the administering agency.
- The normal tour of duty for Army personnel on duty with the Navy is 18 months minimum and three years maximum.
- Leave will be controlled and orders written by the CO of the naval activity. All requests for leave will be forwarded to the administering agency for a check of leave records before leave is granted.
- Where disciplinary action is considered necessary, COs of naval activities should notify the Chief of Naval Personnel. BuPers will issue orders to Army personnel concerned, returning them to an Army activity for the necessary disciplinary action.
- For discharges, the administering agency will notify the CO of the naval activity concerned three months in advance of expiration of enlistment of Army enlisted personnel assigned. The CO of the naval activity will notify BuPers and include information concerning desires of the man as to reenlistment for other duty, separation from the service, or reenlistment for the same duty.

Other matters covered by the circular letter are procurement, assignment to duty, detachment from duty, personnel records, TAD orders, strength accountability and reports required by BuPers, changes in personal status, clothing and equipment replacement, correspondence, blank forms, efficiency reports, and dissemination of information.

Naval Historical Foundation To Exhibit Famed Collection; Membership Is Open to All

Membership in the Naval Historical Foundation is open to all persons interested in the history of American sea power.

Principal activity of the Naval Historical Foundation since its organization in 1922 has been collecting paintings, prints, documents, and ship models toward opening a museum of naval and maritime history. Such a museum, to be known as the Truxtun-Decatur Naval Museum, will be established in Washington, D.C.

The Foundation has taken a 50-year lease on the carriage house of the historic Decatur House on Lafayette Square, in Washington. The carriage house will be remodeled and the museum will be designed along the latest functional lines for effective exhibition of the historical objects. Exhibitions, each of which will be devoted to a particular phase of naval history, will be changed periodically.

President of the Naval Historical Foundation is Fleet Admiral Ernest J. King, USN. Inquiries concerning the Foundation and its work should be addressed to Captain A. D. Turnbull, USNR, Secretary, Room 1224, Navy Department, Washington 25, D.C.

The museum will be under direction of LCDR Edward Morris Davis III, USNR, Curator of the Navy Department, previously director of the Norfolk Museum of Arts and Sciences.

Air Navigation Systems To Be Studied by Board

An Air Navigation Development Board that will direct research and development of a national system of air navigation and air-traffic control aids has been appointed by the Secretary of Defense and the Secretary of Commerce.

One function of the new board will be to integrate the common navigation system with the national air defense system to the greatest extent possible. The board will consist of a civilian chairman and one full-time member each from the Army, Navy, Air Force and CAA.

New Indoctrination Course Set Up for Wave Officers Will Convene on 3 Jan 1949

The "whys and wherefors" of the Navy are being studied by Regular Navy women officers in the first indoctrination course established for them at the Naval General Line School, Newport, R.I.

Approximately 30 Wave officers will attend the opening session which starts 3 January. Convening semi-annually, the five-months' course will acquaint women officers with all phases of Navy leadership.

The courses are almost identical to those given male officers, with certain adaptations for Waves. Among subjects to be taught are naval history, military law, foundations of national power, logistics, communications, leadership and administration, intelligence, aviation, physical education and military drill.

Trainees will be selected from among qualified civilians and Reserve and Regular Navy enlisted women applicants who will be appointed to the rank of ensign.

ALL HANDS Supplies Clinchers for 'Hashmark' Arguments

Many a cup of good Joe has grown cold while conversation has grown hot, over the discussion of "hashmarks." To dispel some of the scuttlebutt and to clarify some of the facts bantered around in these discussions, ALL HANDS has done research on the matter.

Contrary to popular belief, naval personnel who have completed minority cruises are permitted to wear service stripes. They are the only persons entitled to wear hashmarks for a period less than four years. Minority cruises are always more than three years and usually less than four years. It is therefore possible for a person who has had a minority cruise to wear five hashmarks upon transfer to the Fleet Reserve on 19 and a half years, although five hashmarks normally indicate at least 20 full years of service.

Uniform regulations do not mention this but it has been an accepted practice for some time. It is believed the practice was originally permitted because a minority cruise, regardless of length, was considered as four years for all purposes except pay.

Personnel in the Navy can wear as many service stripes as necessary, although it is improbable that more than eight would be worn as most persons will have retired before then.

The wearing of service stripes was first authorized 24 Sept 1894. At that time the stripes represented three years of continuous service.

In 1901 this order was changed to read "each complete reenlistment of four years under continuous service."

A year later gold service stripes for permanent petty officers holding three consecutive good conduct badges were authorized.

Gold service stripes indicative of exemplary service are required to be worn by personnel who rate them. Persons authorized to wear gold service stripes must also wear gold rating badges. Good conduct must be maintained for enlisted personnel to continue the wearing of gold hashmarks and rating badges.

Off and on during the years, the length of the stripe has changed. At present it is seven inches long.

Time spent in the Army, Marine Corps, Coast Guard or active service in the Naval Reserve can be counted towards wearing of service stripes. The term "active service" is employed to distinguish from "retired service."

Uniform regulations state that service stripes shall be worn on the left sleeve of coats and jumpers. They should be stitched on the sleeve, diagonally across the outside of the forearm at an angle of 45 degrees, with thread the color of the uniform. On coats, the lower end of the first stripe should not be less than two inches from the cuff. On jumpers, the lower end of the first stripe should be four inches above the upper edge of the cuff.

There are three types of service stripes now used—scarlet for blue uniforms, blue for white, gray, khaki or green uniforms, and gold for those eligible to wear them.—F. G. HARDEN, GM1, USN.

2 Summer Training Periods Qualify College Students For Reserve Commissions

College undergraduates now are eligible for Naval Reserve commissions after completion of two special summer training periods under the Navy's new Reserve Officer Candidate program.

Unlike NROTC, the ROC plan requires no naval drills or training during the scholastic year. During summer vacations, however, the enrollees must complete two training periods, basic and advanced, each of which is six weeks in length.

Courses for the summer of 1949 will be conducted at the Naval Training Station, Newport, R.I., and the Naval Station, San Diego, Calif., with approximately 2,500 expected to participate. This number may increase to as much as 5,000 in subsequent years, and additional training facilities may be opened at other bases.

College freshmen and sophomores will take their basic training periods after the first scholastic year in which they enrolled for the program, with advanced training scheduled for the summer following their junior year. Students enrolled during the junior year must take both periods of basic and advanced training during the next summer. Thus the requirements of having completed both summer training periods before graduation will be fulfilled.



NavShpYd, Philadelphia

'I did this one with no hands.'

Completion of the required instruction periods and graduation from college with a baccalaureate degree qualifies members of the ROC program for appointment to Naval Reserve commissioned rank at time of graduation. The plan affords the Navy another source of officer manpower for quick mobilization if necessary.

Instruction and practical work assignments will be given in naval orientation, communications and seamanship, ordnance and gunnery, navigation, leadership and military drill.

Educational requirements specify that the enrollee:

- Be matriculated in good standing in a college or university accredited by a national or regional accrediting association. They cannot be pursuing a course of instruction leading to a medical, dental or theological degree.
- Must be able to complete both the basic and advanced course prior to graduation.

Other general and physical requirements must also be fulfilled. For veterans to enroll in the ROC program, they must have received an honorable discharge upon last separation from some branch of the armed forces.

During the first period of summer instruction, Reserve Officer Candidates hold the title of reserve officer candidate second class and are paid at the rate of $90 per month. During advanced training, they hold the title of reserve officer candidate first class and receive $100 a month.

Navy Pounding Sinks Gallant *Pensacola*

What the Japanese navy and an atomic bomb couldn't do, an assorted force of naval ships and planes accomplished in six and a half hours —the sinking of the heavy cruiser USS *Pensacola* (CA 24).

Pensacola thus honorably joined other fighting ladies who rest at the bottom of the Pacific after being targets for atomic bombs at Bikini. With *Pensacola's* sinking, the Navy says that it now has decontaminated or sunk every "hot" ship which had been exposed to lethal radioactive spray during atom blasts more than two years ago.

The 9,100-ton cruiser still remained tough for her 18 years. She withstood heavy poundings from 20 naval ships and 200 planes. The coup de grace came, however, after she had survived for 64 minutes one torpedo which had blown off her bow. Turning over lazily, she went down bow first when a second torpedo failed to explode.

It was indicated that *Pensacola* could have been sunk almost immediately. However, her life was prolonged to permit "the maximum amount of practice to the maximum number of ships and men."

Participating in the target practice were 16 destroyers, three aircraft carriers and the cruiser USS *Tucson* (CL 98). They all took part in the carefully planned assault which saw the use of bombs up to 500 pounds and thousands of rounds of lighter ammunition.

Handicapped by a 37-knot wind and a heavy haze, aerial bombers and gunners had difficulty in finding the target. Not so for the destroyers and *Tucson* which moved in at a range of from seven to nine miles. Salvo after salvo hit the target or were near misses.

Massachusetts and New York Reserve Units Best in U. S.

Organized Naval Reserve Division 1-13 of Fall River, Mass., won the 1948 national trophy of the Naval Reserve as the best surface training unit in the United States, while Division 3-23 of Brooklyn, N.Y., was declared national champion in the Submarine Reserve.

Members of the Naval Reserve Inspection Reviewing Board were final judges of the competition among 707 surface divisions and 56 submarine divisions. They made a 20,000-mile tour of the nation to inspect units nominated as top divisions in each naval district. Excellence in personnel, administration and training were the points upon which the Inspection Reviewing Board based its decisions, primarily. Other factors were smart military appearance, attendance at drills, participation in annual training duty, progress of class and shop training, administration of units, maintenance of health and personnel records and completeness of data cards.

The winning divisions will retain the trophies for a year. They have also been awarded plaques as permanent prizes. Two Naval Reserve air trophies were awarded earlier (see ALL HANDS, October 1948, p. 55).

Radio Remote-Controlled Blast Ships Were Among Navy's 'Secret Weapons'

Another of the Navy's "secret weapons" whose widespread use was halted abruptly by the war's end, has been disclosed.

Called "Project Stinger," the Navy's program consisted of radio remote-controlled blast ships—from huge cargo vessels to small amphibious sea sleds—which were capable of demolishing underwater beach defenses or of mounting the shore to blast beachhead defenders.

Loaded to capacity with high explosives, the craft would be directed from control ships. The entire operation of the blast ship was vested in an operator from a "mother ship" who would regulate its speed, turn it, stop or start it—all by remote radio.

Only once was the weapon used. That was during the invasion of southern France in 1944 when LCVPs (landing craft, vehicles, personnel) were pressed against enemy installations. Used in the project were LCVPs, AKs (cargo ships), LVTs (landing vehicle, tracked), PTs (motor torpedo boats) and DEs (destroyer escorts).

Scope of the deadly offensive weapons ranged from the small "X-craft," a sea sled called "salamander" so named because of its land-nautical characteristics, to larger ships such as AKs or DEs. The "X-craft" could carry up to 1,200 pounds of explosives, whereas the larger cargo vessels and destroyer escorts could be loaded up to 7,000 tons of explosives.

The small "salamander" had a speed of 17 miles per hour in water and 15 miles an hour on land. It could be directed from the water onto the beach and exploded by remote control among the enemy's land defenses.

Telcvision was utilized in the larger ships, permitting the operator to view what lay ahead. The compass was constantly in sight and speed of the drone could be flashed on the television screen. The larger vessels also were equipped with depth charges.

To insure that a drone would not fall into enemy hands, a provision was made for it to automatically destroy itself. This was done through use of a radio signal at regular intervals. If the drone did not receive the proper signal within a certain length of time, a mechanism automatically detonated explosives, destroying the craft. This was especially useful in the event the "mother ship" was captured by the enemy.

Navy Speed Record Broken By National Guard Pilot

By the time this story appears in ALL HANDS, a new jet plane speed record may have been established, but—

A speed dash of eight months standing made by a Navy flier between San Francisco and Los Angeles, Calif., has been broken by almost four minutes. A National Guard jet pilot, Major Robert De Haven, streaked the 340 miles in his Lockheed Shooting Star (F80-C) in 36 min. and nine sec.

The speed run slashed three minutes and 54 seconds from the record of 40 minutes flat set hy Commander Wallace A. Sherrill, USN, in a FJ-1 jet Fury fighter on 5 Mar 1948. The flight was begun from a standing start at Mills Field, San Francisco, at 10:24:45 a.m. and ended when the jet plane slashed past the Los Angeles airport tower at 11:00:54 a.m.

The pilot gunned his plane to average 564 miles per hour. He whipped the Shooting Star southward at 10,000 feet, burning fuel at almost 11 gallons a minute. The pilot reported that toward the end he doubted whether or not he would have fuel enough to complete the hop.

Marine Makes Perfect Mark At School of Electronics

A Marine Corps officer has maintained a perfect scholastic record at the U. S. Naval School of Electronics Engineering being conducted at the Massachusetts Institute of Technology. He is First Lieutenant Donald H. Brooks, USMC, whose record of 5.00 has been made during the three semesters of the graduate school.

The studies include radio, radar, sonar, atomic structure and nuclear physics. Lieutenant Brooks holds a bachelor of science degree in electrical engineering from the Naval Academy at Annapolis, Md.

High Prices, Low Interest Rate Cut G.I. Home Loans; VA Suggests New Policy

Rising prices and the maximum 4 per cent interest rate are resulting in fewer veterans seeking and obtaining loans for home construction under the G.I. Bill.

Although more than 1,300,000 World War II vetcrans have filled their housing needs through G.I. home loans, there still are about 13,000,000 who have not used their loan guaranty entitlement.

The Veterans Administration suggests that lending institutions channel their mortgage funds to builders who are doing the best job of building low and medium-priced homes of good quality. The average veteran family can afford a home priced from $5,000 to $6.000—or well below the price asked for most of the new homes under construction.

Natives of Bikini Moved To Permanent Homeland

The people of Bikini, after two and one-half years in temporary dwelling places, have been moved by the Navy to a permanent homeland.

Removed from Bikini in the spring of 1946 during preparations for the atom bomb tests, the people lived for a time on the island of Rongerik. This island proved inadequate in resources to support the 181 persons. The people were moved temporarily to Kwajalein Atoll to await final relocation.

After a survey of possible permanent sites, two islands were recommended to the Bikinians as suitahle and available—Wotho in the northern Marshalls and Kili in the southern. The Navy transported native leaders to the two islands to form their own opinions. After return to Kwajalein, these leaders informed their people of the relative merits of each. In a popular vote the island of Kili was chosen. The transfer is now complete.

Kili, administered by the U. S. under the United Nations trusteeship agreement and through the agency of the U. S. Navy, is one of the most productive islands in the Marshall chain.

Length of Normal Tours of Shore Duty at Overseas Bases Established

Lengths for normal tours of shore duty at overseas bases for all naval personnel—enlisted and officer—have been established by the Bureau of Naval Personnel.

A table setting up maximum periods of overseas duty is reproduced on this page. The directive establishing overseas duty periods, BuPers Circ. Ltr. 225-48 (NDB,30 Nov 1948), outlines general policy BuPers and service force commanders follow in rotation of personnel.

The prescribed tours of duty are maximum lengths only and are used as guides for assignment of personnel. The Chief of Navy Personnel and service force commanders will adhere to the table of tour duty periods unless changing conditions require any deviation.

BuPers' directive states that a normal tour of duty ends when a man has actually spent the established number of months in the locality concerned. The time spent in transit to an overseas base is not considered in computing the normal tour of duty.

Enlisted personnel who want to rotate from a less desirable to a more desirable locality within an area may submit individual requests to the commander-in-chief concerned, who will control such rotation. If either officers or enlisted men desire extensions over established maximum tours of duty, approval generally will be given by BuPers or the service force commander, as appropriate. Forwarding endorsements of such requests by COs or officers-in-charge must specifically state such extensions are for the good of the service and that the individual is psychologically and physically adapted to such extension.

Naval personnel attached to Fleet Marine Force units will serve maximum periods of duty the same as other naval personnel. In the case of medical and dental enlisted ratings, however, normal tours of overseas base duty will be 24 months in all Pacific ocean areas. Line officers assigned to island government activities must serve 24 months.

Except as indicated by the accompanying table, 12 months will be the normal tour of duty for enlisted men assigned to activities within the Trust Territories. Pacific islands constituting the Trust Territories include the Marshalls, Eastern and Western Carolines and Marianas, excluding Guam which is a U. S. possession.

Establishment of maximum lengths of tours of island duty resulted from recommendations submitted by various area commanders on the basis of past experience. The new directive does not affect personnel attached to naval attaches or other foreign naval missions.

Time served at overseas bases counts as sea duty for purposes of pay, advancement in rating and normal rotation to shore duty. Eligibility for inclusion on the shore duty eligibility list (SDEL) is outlined in ALL HANDS, July 1948, p. 54.

Tours of Duty for Naval Personnel at Overseas Bases

Area	*Locality*	Normal Tour *(Months)*
Alaska	Kodiak	18
	Adak	18
	*Attu	6
	Point Barrow	12
Japan		24
Marianas	Guam	18
	Saipan	18
	*Kwajalein	12
Okinawa		18
Philippines		24
Samoa		18
China		24
Hawaiian Islands	Oahu	24
	Midway	18
Greenland		9
Argentina		18
Bermuda		24
Caribbean and Panama		24
Eastern Atlantic and Mediterranean	All localities except Bahrein	24
	**Bahrein (Officers only)	18

NOTES:

*Personnel completing a normal tour in Attu and Kwajalein will be rotated to another locality within the area in order to complete 18 months in the area.

**Enlisted personnel will be rotated between Bahrein and Cairo as directed by Commander in Chief, Naval Forces Eastern Atlantic and Mediterranean (CincNELM).

Fleet News Center Passes 5,000,000 Stories, Photos

The Navy's Fleet Home Town News Center has passed the 5,000,000 mark in the number of stories and photographs distributed to newspapers and radio stations throughout the U. S.

The Fleet Home Town News Center, now located at the Naval Training Center, Great Lakes, Ill., was commissioned in April 1945 to provide news stories and photos concerning naval personnel, for local newspapers and radio stations. The Navy's home town news program was continued after the war to enable relatives, friends and neighbors to follow, through local news media, the activities of Navy men and women throughout the world.

Naval Reserve Training Centers Now 80 Per Cent Complete

Almost 80 per cent of the 322 Naval Reserve training centers planned for construction by 1950 already have been completed.

Two hundred and fifty-three of the centers have been erected, including a large number of modern prefabricated structures built from war surplus materials.

It is estimated that 300 of the centers will be finished by April 1949. This number will provide training facilities for most of the 763 Organized Reserve divisions now established, as well as Volunteer Reserve units.

Information for Naval Personnel On Preparation, Declaration Of Federal Income Taxes

Active service pay earned last year need not be included in the final tax returns for 1948 by enlisted personnel and warrant officers. Commissioned officers are required to report only the excess of $1,500 of all active service pay received during 1948. Final returns for 1948 must be filed not later than 15 March 1949.

The wartime exclusion from gross income of all compensation for enlisted service, and up to $1,500 each year of pay for commissioned service, ended 31 Dec. 1948. Service personnel, including Reservists on inactive duty, are cautioned that it is their responsibility to account for their own income for tax payment purposes.

Active service pay includes base, longevity, sea, foreign service, flight, submarine, drill, training, and other special duty pay including lump-sum payments to former naval aviation cadets. Such lump-sum payments have been held to constitute income for the year in which received. Rental, subsistence and dependency allowances are tax-exempt.

Pay for accrued leave upon separation from active duty is active duty pay. Leave paid for in bonds or otherwise under section 6 of the Armed Forces Leave Act of 1946, as amended, is excluded from gross income.

Beginning 1 Jan 1949 all active service pay is subject to federal income taxes. The Navy is withholding federal income taxes insofar as base and longevity pay and extra pay for doctors is concerned. Because of the numerous administrative problems involved, the Navy will not withhold income tax from fluctuating and irregular compensation such as flight, submarine, drill and training duty pay. (For detailed information on withholding, see ALL HANDS, Nov 1948, p. 42).

Individual service personnel, including Reservists on inactive duty, must account directly to the Collector of Internal Revenue for taxes attributable to such fluctuating and irregular income as flight, submarine, drill and training duty pay.

If such irregular pay during calendar year 1949 is expected to total $100 or more, a "declaration of estimated tax" (Treasury form 1040-ES) should be filed with the Collector of Internal Revenue by 15 March 1949. Such estimated tax, in excess of the amount estimated to be withheld, should be paid in full when the declaration is filed, or in quarter-annual installments. First installment should be paid when the declaration is filed.

Detailed information on preparation of federal income tax returns for the calendar year 1948 and declaration of estimated tax for calendar year 1949 is contained in the annual Federal Income Tax Information pamphlet, dated 1 Dec 1948. This pamphlet is published by BuSandA and has been distributed throughout the Navy. Specific information may be obtained by writing the Bureau of Supplies and Accounts, Professional Assistant's Division, OB-1, Navy Department, Washington 25, D.C.

First Enlistments in Navy Total 11,960 for October

Navy first enlistments, exclusive of one-year trainees, totaled 11,960 for October, as contrasted to 10,261 for September and 9,029 for August.

Other Navy figures for October were 1,813 one-year enlistments by 18-year-olds, and 2,082 reenlistments and extensions.

19 Ships Will Participate In Training Cruise for Naval Reserve Personnel

A Navy task force composed of 19 ships is scheduled to leave east coast ports on 9 Jan 1949 for a Naval Reserve training cruise in southern waters.

Billets for 3,900 Naval Reserve enlisted personnel and 380 Naval Reserve officers were available for the training cruise, led by the battleship USS *Missouri* (BB 63). Other ships slated for the cruise were the aircraft carriers USS *Kearsarge* (CV 33) and USS *Leyte* (CV 32), the light cruisers USS *Fargo* (CL 106), USS *Portsmouth* (CL 102) and USS *Huntington* (CL 107); the antiaircraft cruiser USS *Juneau* (CL 52), eight destroyers in Destroyer Squadron 10 and four light mine layers of Mine Layer Division 2.

Kearsarge, *Leyte* and ships of DesDiv 10 were scheduled to sail from Newport, R.I., *Fargo* from Boston, Mass., *Portsmouth* from New York, N.Y., *Huntington* from Philadelphia, Pa., *Missouri* and *Juneau* from Norfolk, Va., and ships of Mine Layer Division 2 from Charleston, S.C.

Destroyer Division 162 also is listed for sailing on 9 January, with 330 Reservists aboard for two weeks' training out of New Orleans. This group will not join the east coast force.

WAY BACK WHEN

Smoking Lamp

Trying to bum a light in the old days was quite a problem. For one thing matches were a scarcity and cigarette lighters were unknown. To solve the problem lamps from which a man could get a light were hung in the fo'c'sle and other convenient places on board ship.

Smoking was restricted to certain times of the day by the bosuns or deck officers and so the phrases "smoking lamp is lit" and "smoking lamp is out" came into use.

In today's Navy the lamp has disappeared but the terms have remained, indicating that when the "smoking lamp is out" there will be no smoking on board ship. The word is usually passed by the officer of the deck when the ship is taking on ammunition, refueling or holding drills.



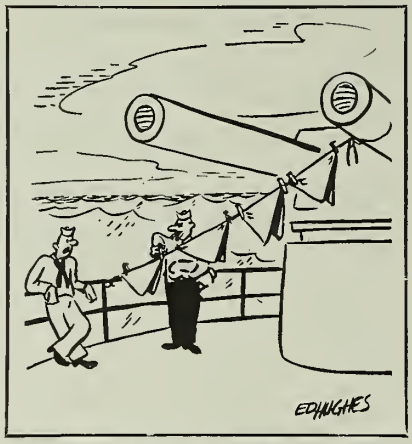
Here's Detailed Information on NSLI Important to All Naval Personnel

Here is detailed information about your National Service Life Insurance. It concerns every Navy regular, every Reservist and every veteran—whether he has term insurance, converted insurance, lapsed insurance or no insurance.

Most important point to remember about your insurance is this: If your premiums have been going to Veterans Administration regularly, you are insured. No matter if you have no papers whatever about your insurance except money order stubs, endorsed checks or pay office records showing that the money was sent to VA, you are covered. This holds true even if somebody at VA writes you saying that your premiums have not been paid in years.

If VA says that your policy has lapsed and you think it has not, keep on making your payments until the matter is straightened out. If you were right, you are definitely the winner. If VA was right, you still are not the loser, for the premiums you sent after the policy lapsed will be returned to you.

Enrollment for NSLI policies reached a peak of 19,419,030 at one time during World War II. Despite the fact that NSLI is the best possible insurance investment, that figure now has dropped to about 6,275,000. Among the primary reasons for this decline is that personnel who formerly paid premiums by pay allotment simply allowed their policies to lapse when they were demobilized.



'I hear you boys in number two turret finally got a mascot.'

NSLI offers you a choice of seven different insurance plans, all with special characteristics and advantages:

Term Insurance—By far the most economical of the seven because it furnishes the greatest amount of insurance coverage for every dollar you spend, term insurance has a major drawback in that it provides no cash refunds upon lapse or surrender.

Public Law 838, 80th Congress, amends the National Service Life Insurance Act of 1940 to provide that at the expiration of the term period of any five-year level premium term NSLI policy which was issued before 1 Jan 1948 and which has not been exchanged or converted to a permanent plan of insurance, may be renewed as level premium term insurance for an additional period of five years at the premium rate for the then attained age without medical examination, with certain provisions.

VA officials say that Congress may continue to extend the effective period for term insurance. Originally designed as "5-year level premium term insurance," it now is actually a 13-year or 8-year plan, according to whether it was taken out before or after 1 Jan 1946. Term insurance policies issued to servicemen of World War I are still in effect.

Economical coverage provided by term insurance makes it the most popular of the various plans. Of the total of 6,275,000 NSLI policy holders, some 4,789,775 hold term insurance policies. Thus three fourths of all policy holders have term insurance while the remaining one fourth is divided between the other six plans.

A 20-year-old sailor or veteran who takes out a term insurance policy which will pay $10,000 upon his death to his beneficiary must pay $6.50 per month in premiums. Compared to the next lowest priced policy—ordinary life—his premium of $6.50 per month is about one half an ordinary life monthly premium.

Ordinary Life—Lowest priced of the six permanent policies which build up a cash value, ordinary life insurance calls for payment of a fixed premium throughout the lifetime of the insured. (Meaning and uses of cash value are given later in this article.)

Again using as an example the 20-year-old sailor who wants a $10,000 payment to be made to his designated beneficiary after he dies, an ordinary

Definition of Terms Used in Article

Definitions of terms used in this article are:

NSLI—National Service Life Insurance.

VA—Veterans Administration.

Premiums—The monthly, quarterly, semi-annual or annual payments that you make to VA for your insurance.

Dividends—Money that is paid to policyholders from time to time out of surpluses that have accumulated in the VA trust fund in the Treasury Department.

Proceeds—The money paid by VA at the maturity of an endowment policy or at the death of the insured in an ordinary life insurance policy.

Beneficiary—The person who is to receive the proceeds of a life insurance policy.

Insured—The person whose life is insured by the policy.

Term insurance—Life insurance issued at special rates for a certain period or term, at the end of which time it must be converted to another form or dropped. On term policies issued before 1 Jan 1946, the term period was increased from five to eight years. On those issued after that date, the term period has been five years.

All term policies have been renewed for five additional years recently, making a total term period of 13 years for those issued before 1 Jan 1946 and 10 for those issued after that date.

Conversion of insurance—The changing of insurance from one form to another, as changing term insurance to ordinary life insurance or to an endowment policy.

Lapsed insurance—Insurance that is no longer in effect because of nonpayment of premiums.

Reinstated insurance—Insurance that was lapsed but has been put back into effect.

life policy for that amount requires payment of $12.30 monthly for the rest of his life.

About 234,000 servicemen and veterans now carry ordinary life policies.

20-Payment Life — With approximately 824,000 policy holders, 20-payment life is by far the most popular of the permanent plans which build up a cash value.

Under this plan, the insured pays a fixed premium for 20 years at the end of which time premium payments cease but the insurance continues in effect. Guaranteed values continue to accumulate and such dividends as may be declared will be paid as long as the insured lives.

The 20-year-old must pay $19.60 every month for 20 years to keep a $10,000, 20-payment life policy in effect. Its greatest asset lies in the fact that at the age of 40, he will no longer be required to pay premiums on this policy. Another asset is that even though he has paid a total of only $4,704, his beneficiary will receive $10,000 when he dies.

As a matter of fact, he can walk into a VA office and pay $4,640 and be insured for the rest of his life. If he dies before he reaches the end of the 20-year period in which premiums are to be paid (i.e., if the 20-year-old dies before he reaches the age of 40), after having paid his 20-payment life policy in full, his beneficiary will receive the $10,000 and all the unused premiums. Thus if he dies at the age of 30, his beneficiary will receive $10,000 for the policy and $2,320 in unused premiums.

For men who want to pay up their insurance, the 20-payment life policy is best because it involves a smaller total amount. VA officials try to discourage paying up insurance, feeling that the money could be applied as an investment elsewhere.

Nevertheless, VA carries on its roles a list of 315 veterans and servicemen who are paid up on various policies.

Another advantage of the 20-payment life plan is that it accumulates cash value quickly, since it calls for high premiums second only to the 20-year endowment plan. It is a fund as well as insurance, on which can be borrowed money for a house, car or other items to be paid back by small periodic payments.

30-Payment Life—Second to the 20-payment life as a permanent policy with 270,900 subscribers, the 30-payment life plan spreads out the number of payments over 10 more years with a resultant decrease in the amount of each monthly premium.

Insurance experts often advise that insurance money should be spread out to get the most out of every dollar without going into a plan which will require payments for the rest of the insured's life.

Here Are Two Reasons Why NSLI Gives You Best Buy

There are two reasons why National Service Life Insurance gives you greatest returns for your investment:

- Policyholders' funds are not used for administering the insurance. VA workers are government employees whose pay does not come from VA trust funds.
- The government, not VA, pays all losses traceable to the extra hazards of military or naval service.

Every dollar of premiums collected is held in trust and invested at interest for eventual return as benefits to policyholders and their beneficiaries.

With this as a criterion, they point with pride to the 30-payment life plan. The best economical years of a man's life, they say, is from 25 to 55.

Obviously, they say, it's best to get most of your obligations out of the way during that time, and a 30-payment life policy, which will be paid up when a man is between 50 and 60, fits into the plan of getting the most out of your insurance dollar.

Thus the 20-year-old who takes out a $10,000, 30-payment life policy will pay $15.40 a month for 30 years, a total of $5,544.

The total payment is more than $500 greater than that needed to pay up a 20-payment life policy, but its advantage lies in lower monthly premiums and in the fact that payments are spread out over a longer period of time. Thus a man who takes out insurance at the age of 20 and dies at the age of 40 will have paid $4,704 under a 20-payment life policy but only $3,696 if he had a 30-payment life policy. In both cases, the beneficiary receives $10,000.

20-Year Endowment — Despite the fact that this plan requires the highest sustained premiums of any of the seven NSLI policies, some 89,500 persons have subscribed, making it the

HOW DID IT START

Rocks and Shoals

The Navy's "Rocks and Shoals," officially known as the Articles for the Government of the Navy of the United States, were written in 1775 by the patriot John Adams who anticipated the establishment of a Continental Navy when he wrote them.

These articles were written before a Navy was actually authorized by the Continental Congress. Consequently they became the first printed document on the U. S. Navy.

Somewhere along the line, exact date unknown, the nickname "Rocks and Shoals" was attached. It is derived from Article 8, Section 11 that says, ". . . who suffers any vessel of the Navy to be stranded, or run upon a rock or shoal."

Over the 173 years they have been in existence the articles have changed little basically. During World War II the Navy set up a board to review the articles and see what room there was for improvement. A revised set of Navy Regs is now being distributed.



most popular of the three endowment plans.

It requires payment of a fixed premium for 20 years, at the end of which time (unless it matures earlier by death of the insured), the full amount is payable to the insured in one sum or in monthly installments.

The premium for this type of contract is higher than the premium for ordinary life, 20-payment life or 30-payment life policies because the contract not only provides for full payment to the insured if he is alive at the end of the endowment period, but guarantees full payment to his beneficiary if he should die at any time during the 20-year period.

Thus if our 20-year-old took out a $10,000, 20-year endowment policy, he would pay $34.60 per month or a total of $8,304 during the 20 years. At the end of that time he would receive $10,000. If he died at any time before then, his beneficiary would have received the full $10,000.

Principal disadvantage to this plan is that few can afford to pay $34.60 every month, a much higher premium than other comparable NSLI policies. The plan's chief merit, especially for servicemen, lies in the fact that it is in reality a form of enforced savings providing insurance coverage. Thus a serviceman serving 20 years on active duty and paying on this policy all that time would have the face value in cash when he was separated.

Endowment at Age 60 —This plan calls for payment of fixed premiums only through the endowment period, the number of full policy years which, added to the age of the insured at the date the policy became effective, totals 60.

The insured receives the full amount of the policy at age 60 unless it terminates sooner by his death, in which case the beneficiary receives the full amount.

Taken out at age 20, the policy would call for payments of monthly premiums of $16.10 for 40 years when, having reached the age of 60, the insured would become eligible for the full amount of the policy. Beneficiaries would receive the full amount if he died before that time. Thus, to receive $10,000 upon reaching the age of 60, the insured would have paid a total of $7,728 in this case.

Endowment at Age 65 —This plan is similar to the endowment at age 60 plan, except that the endowment period is the number of full policy years which, added to the age of the insured as of the date the policy became effective, totals 65.

A person taking out this $10,000 policy at age 20 would pay a monthly premium of $14.50 for 45 years, or a total of $7,830. There are approximately 18,770 holders of NSLI endowment at age 65 policies.

All members of the armed forces of the United States, while in the active service, are eligible to apply for NSLI under the seven different plans. However, a person ordered to active duty for a period of 30 days or less is not eligible to apply for this insurance by reason of such service.

If you apply for NSLI and pay a premium within 120 days after entering the service, you need not furnish any evidence of good health. After that, you must be in good health

WHAT'S IN A NAME



The Purple Heart

The oldest known continuing award of valor is the Order of the Purple Heart. It was established as an honor 7 Aug 1782 by General George Washington who first named it as the Badge of Military Merit.

Originally the award was made of purple cloth edged with white lace or binding and sewn on the left breast of the tunic, just over the heart. Hence, the probable reason for the ultimate change of name to Purple Heart.

The Purple Heart was never abolished but just seemed to drop from use. On 22 Feb 1932, the 200th anniversary of Washington's birth, it was announced the Purple Heart would again be issued out of respect to Washington's memory and achievements.

The present Purple Heart is a bronze and enamel decoration awarded all military personnel wounded or killed as a result of enemy action.

Printed Copies of Converted NSLI Policies to Be Issued

Approximately 20,000,000 NSLI accounts are being audited in preparation to issuing life insurance policies to holders of converted NSLI policies. This task, previously ruled out by the work load at VA, is thought to be the largest job of its kind in history. Printed policies should start reaching policyholders within a few months.

Present and Former Policy Holders to Get Dividends

Dividends for some 20 million servicemen and veterans who hold or have held National Service Life Insurance will be declared, possibly within a year from an accumulated surplus fund of 1½ to 2 billion dollars.

All personnel who hold or have held insurance administered by VA since 1942 are eligible for a part of the sizeable fund. While it might appear that each person would stand to collect between $75 and $100, the variation between amounts to be collected will have a wider range. The amount of individual refunds will be governed by several variable factors, such as the age of active policy holders and the length of time policies have been in effect. Some individuals hold more than one policy. Those holding a policy or policies totaling $10,000 will naturally receive a much larger sum than a person holding one small policy, especially if the one small policy has been in effect for only a short time.

Payments to beneficiaries during World War II were far below the estimates on which the policy premiums were based, and a large surplus accumulated. This was retained during the progress of a difficult court case which was finally decided in favor of VA by the U. S. Supreme Court. The court's decision enabled VA to make a more definite estimate of the amount to be available as dividends.

and submit a satisfactory report of medical examination before insurance may be granted. Until 1 Jan 1950, however, disabilities resulting from or aggravated by active service performed between 7 Oct 1940 and 3 Sept. 1945 will not be considered grounds for refusing insurance.

NSLI is issued in any amount from $1,000 to $10,000 in multiples of $500. The amount originally granted may be reduced at any time by the insured, in or out of the service, to an amount not less than $1,000.

A lesser amount may be increased at any time to a maximum of $10,000 by policy holders in the active service upon application, payment of premiums and compliance with health requirements.

Conversion to permanent plan:

Term insurance may be converted to one or more of the following six permanent plans: ordinary life, 30-payment life, 20-payment life, 20-year endowment, endowment at age 60 or endowment at age 65. Term insurance may be converted upon application, without medical examination. First premium of the permanent form must be paid at that time.

The following provisions apply:

- Insurance must not have lapsed because of non-payment of premiums.
- Application must be made before expiration of term period.

Premiums on the converted insurance will be payable at the rate for the age of the insured on his birthday nearest the effective date of the converted policy. This means that if a person converted his term insurance to ordinary life insurance at age 20, his premiums would be $1.23 per month per thousand, while if he converted to ordinary life at age 25 premiums would be $1.37 per month per thousand. In $10,000 of insurance, the difference would be $16.80 per year.

Nevertheless, VA does not urge young unmarried servicemen to be too hasty in converting their insurance to a permanent plan. Unless the man expects to make the service his career, they feel that he should wait until he is reasonably certain what his future income will be, as well as his expenses and obligations.

The entire amount of term insurance, or any part of it, may be converted to one or more permanent plans. Not less than $1,000 may be converted, and amount must be in multiples of $500. For example, the holder of a $10,000 policy may convert $5,000 of it into ordinary life, $3,000 into 30-payment life and $2,000 to endowment at age 60. Many other combinations are possible, including the option of dropping part of the insurance and changing the rest to one or more permanent plans.

Guaranteed values on converted policies:

Every converted policy provides for guaranteed values which are available to the insured at any time after premiums have been paid for one full year.

Guaranteed values include cash value, reduced paid-up insurance, extended term insurance and a policy loan provision. The amounts vary with the type of policy, the age of the insured when the policy was made effective and the length of time it has been in force. Term insurance has no guaranteed values.

A description of guaranteed values follows:

- Cash value—At the end of the first policy year any converted policy acquires a cash value consisting of the reserve, in addition to any dividend accumulations left on deposit by the insured. The cash value increases with each premium due and paid after the first policy year. By surrendering all claims under the policy, the insured may receive the "cash surrender value" in one sum. At the time of surrender, the policy must have been in force by payment of premiums for one year or more.

With the insured at age 25, an ordinary life insurance policy which had been in effect five years would have a cash surrender value of $37.73 per thousand. A 20-payment life insurance policy would have a cash

Veterans Urged to Keep Beneficiaries Up to Date

One of the more important things to remember about your NSLI policy is to keep your designation of beneficiary up to date.

If a policyholder dies without naming a beneficiary—and there are many servicemen who filled out policies without listing a choice of beneficiary—proceeds of the insurance go into his estate and are subject to inheritance taxes. Final distribution of the proceeds may not be that which the policyholder would have desired.

The same applies if no designated beneficiary is alive at the time of his death. In many cases, veterans have not changed their beneficiary after marrying.

NSLI May Be Reinstated on Any Plan

Here is how to reinstate your National Service Life Insurance, if it has lapsed:

NSLI on any plan may be reinstated if you apply for reinstatement and send required premiums within three months of the date of lapse. If you apply for reinstatement within this time limit, you need not take a physical examination if you are in as good health as you were when your insurance lapsed and can furnish evidence of your good health satisfactory to the Administrator of Veterans Affairs.

If the policy has been lapsed for more than three months, you will be required to take a physical examination before your insurance can be reinstated. The examination must indicate that your health is good, with this exception: Partial disabilities which were incurred or aggravated by performance of duty in military service between 8 Oct 1940 and 2 Sept 1945 (both dates inclusive) will not prevent reinstatement of NSLI if you apply for reinstatement before 1 Jan 1950.

For term insurance, only two monthly premiums are required for reinstatement—one for the month of grace following the date of lapse and one for the month in which reinstatement is effected.

For NSLI on a permanent plan, all premiums in arrears with interest from their individual due dates must be tendered, for the insurance to be reinstated.

See Your Benefits and Insurance Officer for assistance in applying for reinstatement of your insurance.

All this information is given in BuPers Circ. Ltr. 198-48 (NDB, 31 Oct 1948).

surrender value of $86.62 per thousand under the same conditions.

• Reduced paid-up insurance—Any converted policy, in force by payment of premiums for one year or more may be surrendered and exchanged for a reduced amount of paid up insurance upon which no further premiums need be paid. For instance, a $10,000 ordinary life insurance policy, issued at age 25, with no indebtedness and no dividends left on deposit, which has been in force for 10 years, may be surrendered and exchanged for $2,356.40 worth of paid-up insurance.

On ordinary life, 30-payment life or 20-payment life policies, the paid-up insurance remains in force throughout the remaining lifetime of the insured without further premium payments, unless surrendered for its cash surrender value.

Paid-up endowment policies remain in force only during the remainder of the endowment period unless surrendered for cash surrender value. At the policy's maturity the amount of the paid-up insurance is payable to the insured in one sum or in monthly installments.

Paid-up insurance has a cash value, loan provision and right to dividends, if earned.

• Extended term insurance—Any converted policy, under the same conditions as mentioned above, will be extended as term insurance for face amount of the policy after failure to pay the premium during the grace period. This is provided that the policy has not been surrendered for cash or paid-up insurance, and is less than any indebtedness.

This term insurance protection continues without further premium payments for a limited period. The length of this period is determined by the amount of cash value established on the policy, less indebtedness, at the date of lapse. Extended term insurance has no loan value but has a cash value. A special provision is allowed on endowment policies in some cases. (See your insurance officer.)

• Policy loan provision — An amount not exceeding 94 per cent of the policy's reserve can be borrowed by the owner of a converted policy by submitting a proper loan agreement to VA prior to the expiration of the grace period.

Any unpaid loan indebtedness is deducted from the policy proceeds before final settlement of a claim. If the loan is not repaid and the total indebtedness equals or exceeds the cash value of the policy, the policy becomes void.

Optional settlements:

There are four options for payment of insurance benefits. The insured may select any one of them or may elect that part of the proceeds be paid under one option and the balance under another. The options are:

• Option 1—In this the proceeds are paid in a single sum.

• Option 2—Limited monthly installments. Under this option the insurance proceeds will be payable to the designated first beneficiary in a specified number of equal monthly installments. There are provisions covering the event of the beneficiary's death before the specified number have been paid.

• Option 3—Monthly installments for life, with 120 monthly installments guaranteed. The monthly installments will be payable throughout the remaining lifetime of the designated first beneficiary, no matter how long he or she may live. If the designated first beneficiary dies before receiving 120 installments, the rest of the installments will go to the beneficiary's or the insured's estate, depending upon optional settlements. Your insurance officer should be able to furnish you with a table of monthly installments payable for each $1,000 of insurance.

• Option 4—Monthly installments for life, with total installments equal to face amount of the policy guaranteed. (Refund life income.) The same as option 3 except that fewest total installments will equal face amount of the policy, less any indebtedness, instead of an arbitrary 120 installments.

Rules for Sending Premium Payments to VA Outlined

While in the service, naval personnel can best make their premium payments by allotment from service pay. After discharge, personnel must send their own remittances directly to Veterans Administration.

If for any reason you need to send money to VA, you should comply with the following rules:

• Do not send cash. Send a money order or check.

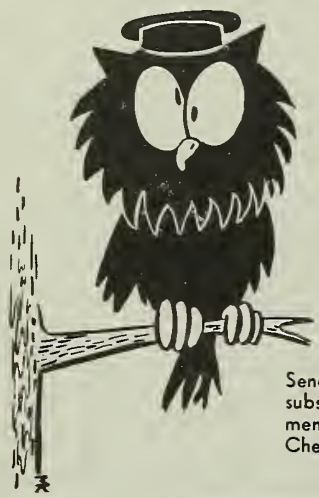
• Write your full name and address so that it can be read.

• Put your policy number on letters, checks and money orders.

• Put your service number on, too.

If you are on active service, send your communications to Veterans Administration, Washington, D. C. (But there should be an insurance officer available to do it for you.)

If you are to be a civilian, send your checks, money orders and letters to the branch office nearest your home after your separation from the service.



the word for the wise is found in

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

Send check or money order for $2.00 for one year's subscription—12 issues—to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Check or money order should be made payable to the Superintendent of Documents.

Board Selections of 24 Captains For Promotion to Rear Admiral Approved by President

Twenty-four captains have been selected for promotion to rear admiral of the line. The selections were made by a board headed by Admiral DeWitt C. Ramsey, USN, and have been approved by the President. They are:

Rear Admiral George Lucius Russell, USN. RADM Russell is currently serving in the temporary rank of rear admiral as Judge Advocate General of the Navy.

Captain Thomas Howell Binford, USN, chief of staff and aid to the Commander, Hawaiian Sea Frontier.

Captain Walter Ellery Moore, USN, Commander, Service Squadron 1, Pacific Fleet.

Captain Burton Beecher Biggs, USN, chief of staff and aide to the Commander, Service Force, Pacific.

Captain Lyman Augustus Thackrey, USN, officer in charge, Secretary's Committee on Unification.

Captain Grover Budd Hartley Hall, USN, Commander, Carrier Division 14, Atlantic Fleet.

Captain Lorenzo Sherwood Sabin, Jr., USN, on duty at Naval Gun Factory, Washington, D.C.

Captain Walter Gabriel Schindler, USN, Chief of the United States Naval Mission, Valparaiso, Chile.

Captain Milton Edward Miles, USN, chief of staff to the Commander, Service Force, Atlantic.

Captain Harold Davies Baker, USN, Deputy Chief of Public Relations, Navy Department.

Captain Thomas Murray Stokes, USN, Office of the Chief of Naval Operations, Navy Department.

Captain Robert Edwin Blick, Jr., USN, serving on the Navy General Board.

Captain Frank Thomas Watkins, USN, General Line School, Monterey, Calif.

Captain Tom Burbridge Hill, USN, Office of the Chief of Naval Operations, Navy Department.

Captain Carl Frederick Espe, USN, Commander, Destroyer Flotilla 1, Pacific Fleet.

Captain Herbert Spencer Duckworth, USN, serving at United States Air Force University, Montgomery, Ala.

Captain Frank Akers, USN, Commander, Carrier Division 15, Pacific.

Captain Delbert Strother Cornwell, USN, serving with Joint Staff of the Joint Chiefs of Staff.

Captain Albert Kellogg Morehouse, USN, chief of staff to the Commander, Air Force, Atlantic.

Captain Robert Lee Dennison, USN, naval aide to the President of the United States.

Captain Wesley McLaren Hague, USN, (EDO), Commander, Naval Shipyard, Boston, Mass.

Captain Wallace Rutherford Dowd, USN (EDO), Commander, Naval Shipyard, Mare Island, Calif.

Captain Hugh Elliott Haven, USN (EDO), Commander, Naval Shipyard, San Francisco, Calif.

Captain Calvin Mathews Bolster, USN (AEDO), on duty in the Office of Naval Research.

In addition to the 24 officers selected for promotion to the rank of rear admiral, the selection board picked four other officers for continuation on the active list in the rank of captain, who otherwise would be retired. They are:

Captain Laurance Frye Safford, USN (EDO), on duty in the Office of the Chief of Naval Operations, Navy Department.

Captain John Edwin Ostrander, Jr., USN (AEDO), Bureau of Aeronautics Representative, East Hartford, Conn.

Captain Walter Stuart Diehl, USN (AEDO), on duty in Bureau of Aeronautics, Washington, D.C.

Captain Edward Wadsworth Rounds, USN (AEDO), on duty at Naval Aviation Development Station, Johnsville, Penn.

The senior 12 of the line officers will be promoted as soon as they can qualify. There is also a vacancy for the senior of the four engineering specialists. The other officers will replace admirals who retire during the coming year.

5th Marine Division Assn. Plans Convention in 1949

The 5th Marine Division Association wants suggestions from former gyrenes and bluejackets of that unit as to where its 1949 convention should be held.

Organized in October 1948, the association is now in the midst of a membership drive. The fee is one dollar, which should be mailed to the Secretary-Treasurer, 5th Marine Division Association, Headquarters Marine Corps, Washington, D.C. Enclosed with the fee should be suggestions on convenient locations for the convention, which will be held in September 1949. Present plans indicate it will be held somewhere in the northeastern part of the U.S.

At the convention the members will elect officers and adopt a constitution and by-laws. Present officers are Lieut. Gen. Keller R. Rockey, USMC, president, and Col. James F. Shaw, Jr., USMC, secretary-treasurer.

Time-Tested, Tasteless C-Ration Will Soon Be Replaced By Superior, Palatable Type

The familiar "C" ration, well-known to many Seabees, Marines and wartime crews of smaller vessels, are being replaced by a new "Ration, Individual, Combat, C-4" which offers greater variety and palatability.

The C-4 ration is provided in a 40-pound package which contains six smaller packages. Each of the smaller packages contains a separate menu with a minimum of 3,800 calories, sufficient for one day's nourishment for one man.

One of the menus consists of beans and meat, beef stew, chicken and vegetables, pineapple chunks and sliced pears, aside from standard items included in all. Another menu provides pork sausage patties with gravy, chicken and vegetables, frankfurters and beans, and cherries. Still another offers hamburgers, ham and lima beans, pork and beans, peaches and fruit cocktail.

Each menu package within the C-4 package contains a package of cigarettes and a book of waterproof safety matches, six packets of soluble coffee, a folding can opener, salt, sugar, a water purification tablet, candy-coated chewing gum, canned jam, cookies, crackers, and tidbits of lemon, orange and chocolate.

Like the World War II C rations, the C-4 packages are designed to sustain personnel separated from cooking facilities during operations. They are suitable for delivery to field operations by air, truck, pack-animal or "man carry."

Each of the rations includes beans in one form or another. None includes spam.

QUIZ AWEIGH ANSWERS

Quiz Aweigh Is on Page 39

1. (c) Lithographer. Performs all functions incident to offset lithographic work.
2. (a) Moulder. Performs duties incident to foundry work.
3. (a) Secretary of Defense.
4. (c) Secretary of the Navy.
5. (a) Mainmast.
6. (a) Semaphore. Commonly used method of daylight ship to ship signaling.
7. (a) T.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 73—Establishes air parcel post service 1 Sept 1948 for mail-matter weighing over eight ounces but not more than 70 pounds and 100 inches in length and girth.

No. 74—Request commanding officers to exercise care in recommending nominees for U. S. Naval School, Academy and Preparatory at Bainbridge, Md.

No. 75—Announces that officers in the grade of commander eligible for promotion will be considered by the selection board 29 Nov 1948.

No. 76—Announces that the Navy Mutual Aid Association has authorized extra hazardous duty rates for aviation and submarine members extended through 1949.

BuPers Circular Letters

No. 192—Gives detailed instructions for submission of monthly roster of officers (NavPers 353 Rev 10-48).

No. 193 — Announces convening dates for selection boards of officers of ranks of lieutenant, lieutenant commander, commander, captain, and admiral.

No. 194—Requests applications from qualified personnel for submarine duty.

No. 195—Gives the procedures for discharge of USN, USNEV and USNR personnel.

No. 196—Outlines method of submitting reports of officers recommended for GCMs.

No. 197—Presents BuPers policy regarding the security in handling and transmitting of enlisted service records.

No. 198—Modifies procedure for reinstatement of National Service Life Insurance.

No. 199—Announces procedure for all ships and stations corresponding with local selective service boards.

No. 200—Requests applications from women officers of the Naval Reserve and former women's Reserve officers for transfer to Regular Navy.

No. 201—Implements procedure of sea-to-shore rotation for Group VIII enlisted ratings.

No. 202—Gives policy regarding officers requesting voluntary retirements.

No. 203—Outlines instructions regarding Navy registration numbers on vehicles purchased from ship or station non-appropriated funds.

No. 204—Changes designation numbers of officers filling 1,300 billets.

No. 205—Places certain personnel accounting machine installations under the management control of the Bureau of Naval Personnel.

No. 206—Presents detailed instructions for conversion of postwar enlisted rating structure.

No. 207—Announces schedule for the August 1949 Naval War College. (See p. 42)

No. 208—Announces date for the All-Navy basketball championship.

No. 209—Presents qualifications required for naval personnel who desire to compete for appointment as cadet in Coast Guard. (See p. 42)

No. 210—Changes instructions and qualifications for combat aircrewmen. (See p. 42)

No. 211—Outlines the procedure to follow for handling and administering Navy and Marine Corps examinations for NROTC.

No. 212—Cancels the payment to women of extra compensation for proficiency in use of fire arms.

No. 213—Suggests courses of study for officers for command responsibilities. (See p. 6)

No. 214—Gives instructions concerning monthly fiscal reports.

No. 215—Awards Presidential Unit Citation to Task Unit 78.2.9. (See p. 56)

No. 216—Awards Navy Unit Citation to several ships and task units. (See p. 56)

No. 217—Announces a change in awards for USS *Harry F. Bauer* (DM 26, ex-DD 738) and USS *Heron* (AVP 2, ex-AM 10). (See p. 56)

No. 218—Gives information on the assembly of crews for new construction vessels.

Navy Participates in Joint Maneuvers

Effectiveness of air power as a member of the air-ground fighting team is being evaluated following dramatic demonstrations in two joint Army-Navy-Air Force maneuvers at widely separated areas of the United States.

In one of the exercises—Operation Combine III—more than 100 of the 500 aircraft participating were jet-propelled fighters. This was the largest number of such aircraft yet used in actual maneuvers. The operation at Elgin Air Force Base, Valparaiso, Fla., was intended to indoctrinate service personnel in the decisive role air cooperation can play in an attack.

It was the third such maneuver bringing together fighting units of the three forces. More than 8,000 men took part in the exercises which were featured by dive-bombing, rocket firing and strafing missions on the part of Navy carrier units; bomber escort duty, interceptor patrol and area defense by Air Force planes.

Approximately 3,600 observers and officer students from various armed services schools closely studied the maneuvers.

On the Pacific Coast the Navy was joined by the Army and Air Force in extensive training exercises involving elements stationed along the entire coast. Units of the Sixth Army, Western Sea Frontier and Fourth Air Force simulated attacks against targets of the Seattle and the San Francisco Bay areas.

Initial "attacks" were simulated by a carrier task force of the First Task Fleet. Carriers USS *Boxer* (CV 21) and USS *Valley Forge* (CV 45), escorted by cruisers and destroyers, comprised this force. Defending elements were an Air Force group and planes of the First Marine Corps Wing.

Submarines of Squadron 3 served with both "enemy" and defense forces. More than 300 Naval Reservists took part in the joint maneuvers as pilots and crewmen. The exercises were intended to train active and Reserve personnel in cooperative military operations.

HERE ARE TOP COMMANDS IN TODAY'S NAVY

Secretary of the Navy ..... John L. Sullivan
Under Secretary of the Navy ..... W. John Kenney
Assistant Secretary of the Navy (Air) John N. Brown
Assistant Secretary of the Navy ..... Mark E. Andrews
Chief of Naval Operations ..... ADM Louis E. Denfeld
Vice Chief of Naval Operations
VADM Arthur W. Radford
Deputy Chief of Naval Operations (Personnel)
VADM William M. Fechteler
Deputy Chief of Naval Operations (Logistics)
VADM Robert B. Carney
Deputy Chief of Naval Operations (Air)
VADM John D. Price
Deputy Chief of Naval Operations (Operations)
VADM Arthur D. Struble
Commandant, Marine Corps ..... GEN Clifton B. Cates

BUREAU CHIEFS

Personnel ..... RADM Thomas L. Sprague
Aeronautics ..... RADM Alfred M. Pride
Ships ..... VADM Earle W. Mills
Ordnance ..... RADM Albert G. Noble
Supplies and Accounts ..... RADM Edwin D. Foster (SC)
(The Paymaster General)
Yards and Docks ..... RADM John J. Manning (CEC)
Medicine and Surgery RADM Clifford A. Swanson (MC)
(The Surgeon General)
Chief of Dental Division RADM Clemens V. Rault (DC)
Director of Navy Nurse Corps
CAPT Nellie J. DeWitt (NC)

SEA FRONTIER COMMANDERS

Eastern ..... ADM Thomas C. Kinkaid
Western ..... VADM George D. Murray
Caribbean ..... RADM Daniel E. Barbey
Hawaiian ..... RADM Charles H. McMorris
Alaskan ..... RADM Alfred E. Montgomery

AREA, FLEET OR FORCE COMMANDS

Pacific ..... ADM DeWitt C. Ramsey
First Task Fleet ..... VADM Gerald F. Bogan
Atlantic ..... ADM William H. P. Blandy
Second Task Fleet ..... VADM Donald B. Duncan
Operational Development Force RADM Maurice E. Curts
Naval Forces, Western Pacific VADM Oscar C. Badger
Naval Forces, Philippines ..... RADM Ralph W. Christie
Naval Forces, Far East ..... VADM Russell S. Berkey
Marianas ..... RADM Charles A. Pownall
Naval Forces, Eastern Atlantic and Mediterranean
ADM Richard L. Conolly
Sixth Task Fleet ..... VADM Forrest P. Sherman
Air Force, Pacific ..... VADM Harold B. Sallada
Air Force, Atlantic ..... VADM Felix B. Stump
Battleships—Cruisers, Pacific
RADM Laurance T. DuBose
Battleships—Cruisers, Atlantic ..... RADM Allan E. Smith
Amphibious Forces, Pacific RADM Bertram J. Rodgers
Amphibious Forces, Atlantic ..... RADM Jerauld Wright
Mine Force, Atlantic ..... RADM Byron H. Hanlon
Service Force, Pacific ..... VADM Francis S. Low
Service Force, Atlantic ..... RADM Wilder D. Baker
Training Command, Pacific RADM Willard A. Kitts, 3rd
Training Command, Atlantic
RADM William M. Callaghan
Destroyers, Pacific ..... RADM Emmet P. Forrestel
Destroyers, Atlantic ..... RADM Felix Johnson
Submarines, Pacific ..... RADM Oswald S. Colclough
Submarines, Atlantic ..... RADM James Fife, Jr.

MAJOR SHORE COMMANDS

First Naval District ..... RADM Morton L. Deyo
Third ..... RADM Walter S. Delany
Fourth ..... RADM James L. Kauffman
Fifth ..... RADM Ralph O. Davis
Sixth ..... RADM Robert W. Hayler
Eighth ..... RADM Lawrence F. Reifsnider
Ninth ..... RADM J. Carey Jones
Tenth ..... RADM Daniel E. Barbey
Eleventh ..... RADM Bernhard H. Bieri
Twelfth ..... RADM Lynde D. McCormick
Thirteenth ..... RADM Howard H. Good
Fourteenth ..... RADM Charles H. McMorris
Fifteenth ..... RADM Edward W. Hanson
Seventeenth ..... RADM Alfred E. Montgomery
Naval Air Training Command
RADM John W. Reeves, Jr.
Potomac River Naval Command RADM Glenn B. Davis
Severn River Naval Command
RADM James L. Holloway, Jr.
(Supt. U.S. Naval Academy)

DECORATIONS & CITATIONS

4 Task Units and 16 Ships Receive Awards for Heroic Operations

Task Unit 78.2.9 and USS *Harry F. Bauer* (DM 26) have been awarded the Presidential Unit Citation for operations during World War II.

The PUC was awarded Task Unit 78.2.9 consisting of: Sentry (AM 299), Scuffle (AM 298), Scout (AM 296); YMSs 9, 10, 39, 46, 47, 49, 50, 52, 53, 95, 196, 314, 315, 335, 336, 339, 364, 365, 366, 368, and 392 for mine sweeping operations at Balikpapan, Borneo, N.E.I., 15 June to 1 July 1945.

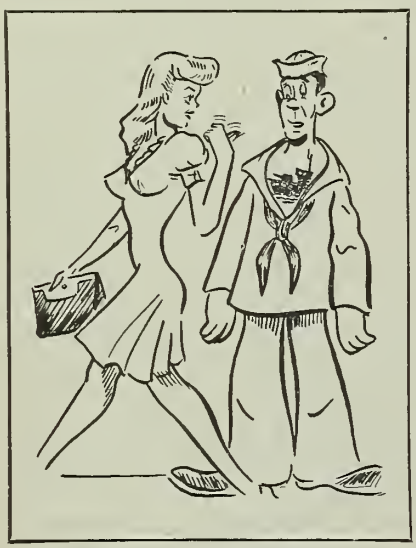
Bauer received the PUC for heroism as support ship on radar picket station in the transport screen during the Okinawa campaign, 24 Mar to 11 June 1945.

Information concerning these awards is contained in BuPers Circ. Ltrs. 215-48, 216-48, and 217-48 (NDB, 15 Nov 1948), which also list 18 units and ships awarded the Navy Unit Commendation.

The following were awarded the Navy Unit Commendation for the areas and periods indicated:

• Task Unit 32.9.3 consisting of: *Hamilton* (AG 111 then DMS 18), *Hovey* (DMS 11), *Long* (DMS 12) and *Montgomery* (DM 17); Angaur Islands, Peleliu and Kossol Passage, 12-15 Sept 1944.

• Task Unit 78.3.6 consisting of: *Salute* (AM 294), *Sentry* (AM 299), *Saunter* (AM 295), *Scout* (AM 296), *Scrimmage* (AM 297), *Scuffle* (AM 298); YMSs 6, 8, 46, 48, 50, 53, 314, 315, 329, 334, 335, 336, 339, 363 and 364: Manila Bay, 14-18 Feb 1945.



'Your ship's showing, sailor.'
Seabag, RecSta Norfolk



USS *Harry F. Bauer* (DM 26).

• U.S. Small Boat Mediterranean Minesweeping Unit: Southern France. 15 Aug to 30 Sept 1944.

• USS *Adams* (DM 27): Okinawa, 24 Mar to 1 Apr 1945.

• USS *Butler* (DMS 29): Okinawa, 24 Mar to 22 June 1945.

• USS *J. W. Ditter* (DM 31): Okinawa, 24 Mar to 6 June 1945.

• USS *Emmons* (DMS 22): Okinawa, 24 Mar to 6 Apr 1945.

• USS *Hopkins* (DMS 13): Solomons, 7 Aug 1942 to 4 June 1944.

• USS *Hovey* (DMS 11): Solomons, 6 Aug 1942 to 17 May 1944.

• USS *Macomb* (DMS 23): Okinawa, 24 Mar to 11 May 1945.

• USS *Rodman* (DMS 21): Okinawa, 24 Mar to 22 June 1945.

• USS *Shea* (DM 30): Okinawa, 24 Mar to 4 May 1945.

• USS *Robert H. Smith* (DM 23): Okinawa, 24 Mar to 24 June 1945.

• USS *Southard* (DMS 10): Solomons, 7 Aug 1942 to 17 May 1944.

• USS *Trever* (AG 110 then DMS 16): Solomons, 7 Aug 1942 to 22 June 1944.

• USS YMS 311: Okinawa, 6 Apr 1945.

• USS *Zane* (AG 109 then DMS 14): Solomons, 7 Aug 1942 to 1 Aug 1943.

• USS *Heron* (AVP 2 then AM 10): Netherlands East Indies, 8 Dec 1941 to 17 Dec 1941.

Individual authorization and ribbon will be issued to eligible personnel at a later date. Personnel in doubt concerning their eligibility may submit requests to their present commanding officers. A review of the applicant's record will be made to determine eligibility. If eligible, authorization will be indicated on page 9 of the service record for enlisted men. In the case of officers a letter will be written to the officer and copy sent to BuPers for inclusion in the officer's jacket. Individual applications should not be made to BuPers except in doubtful cases.



Gold star in lieu of third award:

★ STEPHAN, Edward C., CAPT, USN, Old Lyme, Conn.: Commanding officer of USS *Grayback* during seventh war patrol in enemy-controlled waters.

Gold star in lieu of second award:

★ BARROWS, Frank L., CDR, USN, Oakland, Calif.: Diving officer of USS *Gar* during first war patrol against Japanese, 2 Feb. to 28 Mar 1942.

★ BASKETT, Thomas S., CDR, USN, Webster Groves, Mo.: Executive officer of USS S-44 during first and second war pa-

trols against the Japanese, Southwest Pacific Area, 24 Apr to 5 July 1942.

★ MARTIN, Hugh J., CAPT, USN, Adairsville, Ga.: ComDesRon 51 during extended operations in vicinity of Okinawa, 25 Mar to 24 Apr 1945.

First award:

★ ALFRED, Raymond (n), CS3, USNR, Odell, Ill.: Member of gun crew on board USS *Petrof Bay* during action against Japanese off Samar, 25 Oct 1944.

★ ASTEN, FRED F., TMC, USN (Ret), San Francisco, Calif.: Captain of a torpedo battery on USS *Waller* in action against Japanese, Kula Gulf and Vila-Stanhope Area, Solomons, 5 Mar 1943.

★ BENNETT, George S. Jr., LCDR, USN, Annapolis, Md.: Torpedo data computer operator aboard USS *Haddo* during war patrol against Japanese.

★ BRADFORD, Richard H., TM1, USNR, Paulsboro, N. J.: Member of PT 80 in action against Japanese, Mangarin Bay, Mindoro, Philippines, 18 Dec 1944.

★ KEINRATH, Frank C., RMC, USN, Robertson, Mo.: Chief radioman in charge and sound operator of USS *Guitarro* in action against Japanese, third war patrol, South China Sea, 8 Oct to 16 Nov 1944.

★ DAVID, Joseph B. Jr., LT, USNR, New Orleans, La.: Boat officer of landing craft attached to USS *Oberon* in action against Germans, Gela, Sicily, 10-12 July 1943.

★ DAVIS, William D., PHM1, USNR, Trenton, Tenn.: Medical corpsman attached to 3rd Battalion, 5th Marines, in action against Japanese, Okinawa, 1 June 1945.

★ DOWNING, Richard L., LCDR, USN, Boyertown, Pa.: Assistant approach officer on board USS *Haddo* during ninth war patrol against Japanese, East China Sea, 31 May to 16 July 1945.

★ CASERIO, Joseph, E., GMC, USN, Richmond, Va.: Crew member of USS *Sculpin* during first, second and third war patrols against Japanese, Southwest Pacific, 8 Dec 1941 to 28 Apr 1942.

★ FLYNN, Evert Raymond, LT, USN, Bogart, Ga.: Diving officer of USS *Haddo* during seventh war patrol against Japanese, 8 Aug to 3 Oct 1944.

★ GARTON, Norman F., CAPT, USN, Pottsville, Pa.: Commanding officer of USS *Gillis* in action against Japanese, Aleutian Islands, June to July 1942.

★ GILBERT, James E., LCDR, USNR, Alameda, Calif.: Commanding officer USS PC-1128 during operations against Japanese, Okinawa, 26 Mar 1945.

★ GRIFFIN, Emanuel L., PHM1, USNR, Newberry, S. C.: Medical corpsman attached to 1st Battalion, 5th Marines, in action against Japanese, Okinawa, 22 June 1945.

★ GROETSCH, Andrew A., COX, USNR, Rochester, N. Y.: Member USS LST 133 in action against Germans, Normandy, France, 12-20 June 1944.

★ INSLEY, Richard W., LT, USNR, Charlottesville, Va.: Member USS LST 460 against Japanese, Southwest Pacific, 21 Dec. 1944.

★ KEISER, Norman M., LT, USNR, Kenmore, N. Y.: Commander of a patrol bomber serving with BomRon 118 in action against Japanese, Shanghai, 15 July 1945.

★ MACSORLEY, Victor, H., PHM1, USNR, Cambridge, Md.: Medical corpsman, attached to Company E, 2nd Battalion, 29th Marines, in action against Japanese, Okinawa, 15 Apr 1945.

★ RUSSELL, Curtis R., Jr., PHM2, USN, Kokomo, Ind.: Medical corpsman attached to 3rd Battalion, 21st Marines, in action against Japanese, Guam, M. I., 21-26 July 1944.

★ SHOEMAKER, James M., RADM, USN (Ret.), Norfolk, Va.: Commanding officer USS Franklin in action against Japanese, Philippine Islands, October 1944.

★ SMITH, Jeff T., PHM2, USNR, Fayette, Miss.: Medical corpsman attached to 1st Battalion, 29th Marines, in action against Japanese, Okinawa Shima, 14 Apr 1945.

★ SMITH, Markle T., LT, USN, Connorsville, Ind.: As prisoner of war Headquarters Camp 1, Osaka, Japan, in connection with military operations against Japanese, 8-9 Aug. 1943.

★ SWEITZER, John L., GM2, USN, Groveport, Ohio. As 20mm machine-gunner on board USS LCIG 567 in action against Japanese, Okinawa, 8-10 Apr 1945.

LEGION OF MERIT

★ BAILEY, William B., CAPT, USN, Wahiawa, T. H.: Communications officer of an amphibious group and task force against Japanese, Roe-Namur. Guam, Leyte and Ligayen, December 1943 to June 1945.

★ CARTER, Grayson B., CAPT, USN, New York, N. Y.: Commander of a tractor group during operations against Japanese, South and Central Pacific, June to July 1944.

★ GINGRICH, Herman F., CAPT, SC, USN, U.S. Naval Supply Depot, Oakland, Calif.: President of the United States Joint Purchasing Board, New Zealand, October 1944 to 2 Sept 1945.

★ JOHNSON, Ellis A., CDR, USNR, Chevy Chase, Md.: Mining officer with 21st Bomber Command and Deputy Commander 20th Air Force against Japanese, 26 Mar to 14 Aug 1945.

★ KINNARD, Harry G., Capt, (SC), USN (Ret.), Ocala, Fla.: Supply officer on the staff of Commander Aircraft, 7th Fleet, against Japanese, New Guinea and Philippine Islands, 15 Sept 1944 to July 1945.

★ LOW, Francis S., VADM, USN, Washington, D.C.: Commander of a cruiser support unit, Western Pacific, 14 Mar to 13 June 1945.

★ MISSON, Clinton A., CAPT, USN, Washington, D.C.: Commander of a transport division during amphibious assault against Saipan Island, 15-24 June 1944.

Boot, Parris Island
'I can't hear your heels.'

★ MYHRE, Floyd B. T., CAPT, USN (Ret.), Havana, Cuba: Commanding officer USS *Buchanan* against the Japanese, Pacific, 22 Jan 1944.

★ PATTI, Frank A., LCDR, USNR, Leonia, N. J.: Assistant medical officer USS *Santee* against Japanese, Philippine Islands, 25-28 Oct 1944.

★ REND, Charles J., COMO, USN (Ret.), Washington, D.C.: United States Naval Attache, United States Embassy, Rio de Janeiro, Brazil, March 1943 to March 1945.

★ SCHRADER, Albert E., CAPT, USN (Ret), Washington, D.C.: Acting commander Task Force 126, October 1944 to March 1945.

★ STONE, Leslie O., CAPT, MC, USN, Bethesda, Md.: Medical officer in command, United States Naval Hospital, Pearl Harbor, T. H., 17 Aug 1944 to 2 Sept 1945.

NAVY AND MARINE CORPS MEDAL

★ DAVIS, Delton E., LTJG, USNR, Olathe, Kans.: Rescued several passengers from a burning plane at Naval Air Station, Olathe, Kans., 7 Mar 1948.

★ GREEN, Laurence B., LCDR, USN, Coronado, Calif.: Rescued his commanding officer following a carrier landing accident off Oahu, T. H., 18 Nov 1947.

★ LEE, Robert C., AD2, USN, Tyler, Tex.: Extinguished a fire in an airborne plane near Okinawa, 20 Oct 1947.

★ PETERSON, Robert A., MMC USN, Spokane, Wash.: Rescued a civilian laborer at the Naval Air Station, Guantanamo Bay, 9 Apr 1948.

★ ROBBINS, James H., ARM2, USN, San Diego, Calif.: Rescued the pilot of a PBM type aircraft, attached to USS *Pine Island* near Cape Dart, Antarctica, 30 Dec 1946.

★ TENDLER, Dean L., BM3, USN, St. Louis, Mo.: Rescued survivors of a swamped motor launch in the Gulf D'Ilyeres, France, 16 Feb 1948.

BOOKS: LIVES AND LEGENDS TOP THIS MONTH'S BOOK LIST

BILLY ROSE says of his book, *Wine, Women and Words*, "It's being brought out in a limited edition—limited to people with $3."

Well, this is where you can sit in on a Diamond Horseshoe show without paying the bill. You don't even need three cents. All you need to do is sashay down to your ship or station library and you'll find such sparkling books and other brand new ones, free—for nothing.

• *Wine, Women and Words,* by Billy Rose; Simon and Schuster.

In this book, as elsewhere, Billy Rose writes about persons, places and things—with persons predominating. One of the persons he mentions is a man he calls "the late Ted Healy."

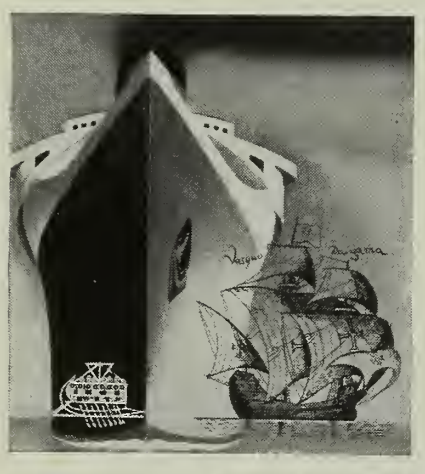
Ted Healy owned a chimpanzee, and bought a pin-headed pygmy from a Coney Island sideshow. Mr. Rose suggested to him that he get rid of the freak.

"Can't," said Healy simply. "He's muh pal."

Billy Rose continues, concerning Mr. Healy—

"One night the lady of his heart (not the pygmy) told him she didn't care for him any more. Healy bowed and said. 'I'm not a man to be dismissed lightly.' He walked out the door, went down into the cellar, and set fire to the house."

This is only one small part of one section of *Wine, Women and Words.*



SALTS and lubbers alike will be fascinated by C. E. Gibson's fine new book *The Story of the Ship.*

All 295 pages are packed with just such characters, just such dizzy situations, just such terse and spicy prose. "Having a wonderful time," Mr. Rose seems to say throughout. "Wish you were here."

Strikingly illustrated by Salvador Dali.

• *Master of the Girl Pat,* by Captain Dod Orsborne; Doubleday & Company, Inc.

Here is a non-fiction book—an autobiography—that rivals the best in action fiction for movement, color and drama.

While the book covers the last two great wars and all the years between, it's amazing how Captain Orsborne found time for all the adventures chronicled here. He did find time, though, and danger was his side-kick every moment. The book takes you pearl hunting; trading in the West Indies; searching for the missing flier, Redfern, in the South American jungles; tiger hunting in India; to Scotland Yard. . . .

It takes you on a 2,600-mile cruise aboard *Girl Pat* after a deserting crew member stole the compass and all the charts; a starvation-haunted cruise that ended with the crew too weak to stand.

It's a red-blooded yarn.

• *The Story of The Ship,* by Charles E. Gibson; Henry Schuman.

This, in brief, is the history of ships. It's the history of man's seagoing vessels from the earliest Egyptian galley to the Queen Mary. The story is told clearly and entertainingly by a man who has known the sea and ships intimately; a man boasting no string of university degrees or professional posts—just a persistent desire to know the who, when, where and how of every type of water craft. It comprises a tale equally fascinating for history fan or ship enthusiast, for engineer or boatswain's mate.

• *Jeff Milton: A Good Man With a Gun,* by J. Evetts Haley; University of Oklahoma Press.

"I never killed a man that didn't need killing," Jeff Milton said; "I never shot an animal except for meat."

Jeff Martin, a real-life figure of the old west, was of genteel origin and once taught a friend the rudiments of readin' and writin'. Despite those facts and the righteous tone of his statements quoted here, Jeff was no sissy.

From his boyhood home in the governor's mansion of Florida, Milton pursued his lusty career as a youthful cowboy on the rawest edge of the buffalo range, as a Texas Ranger before he was of legal age, as an adventurer among the lawful and the lawless from the Rio Grande to the Sierra Madre, and as a veteran officer in lone patrol on the Arizona desert border.

Whatever Jeff Milton touched in his gay, generous and courageous way, he turned to high adventure. This book captures that adventure and makes it live again.

It includes a score of rare old photographs.

• *American Sea Songs and Chanteys,* by Frank Shay; W. W. Norton & Company, Inc.

Here are the words and music of 76 sea chanteys and songs that were sung by sailors in the days of iron men and wooden ships—songs still known wherever salty men sing.

The book includes such favorites as "Away Rio," "Bell-Bottom Trousers," "Shenandoah," and many others—lilting, boisterous, nostalgic:

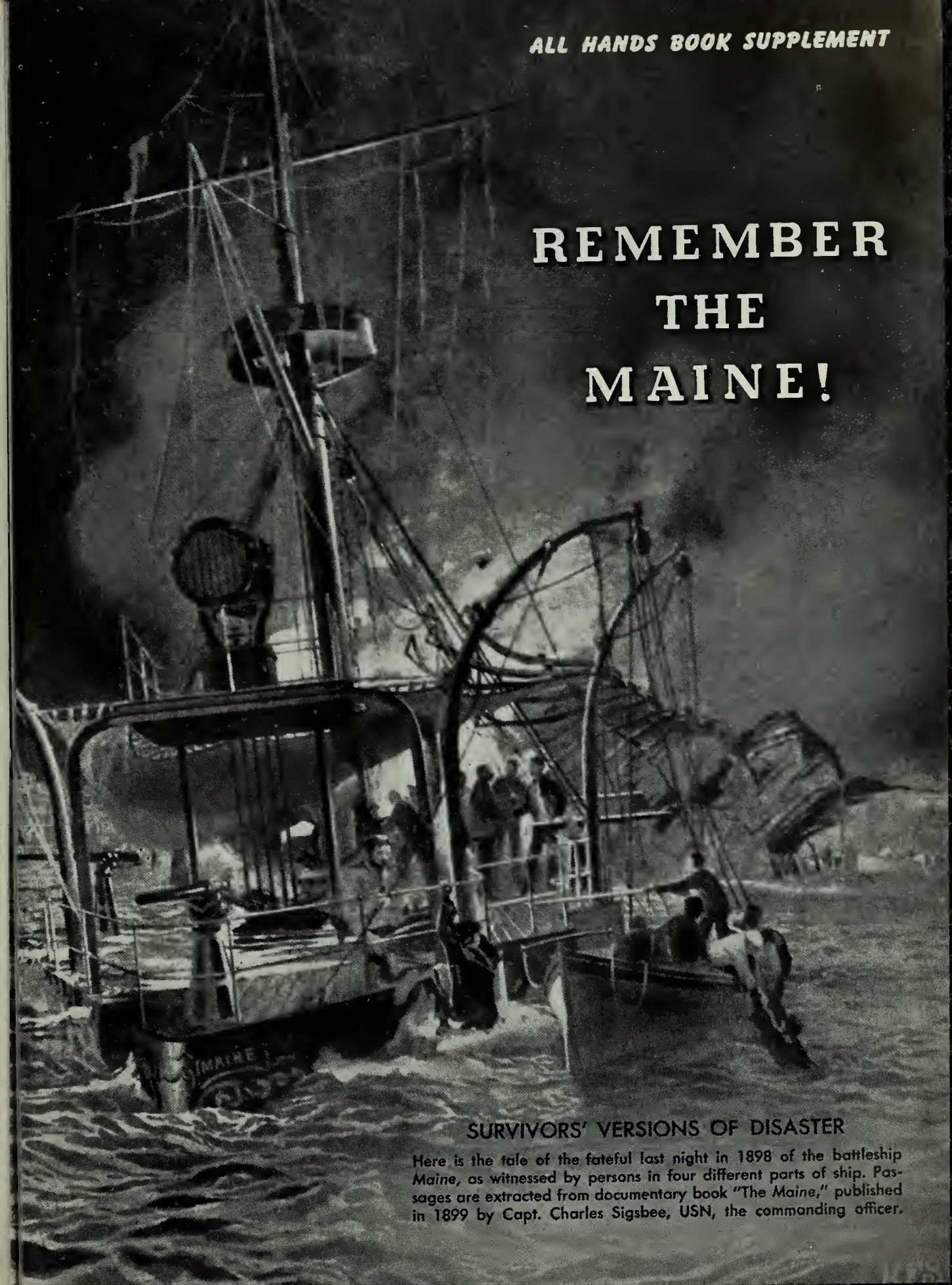
Should the foe appear before us,
To our guns we'll fondly cling.
While our stars are gleaming o'er us,
Shall their notes of freedom ring.
While life's warm stream is flowing
Our eager pulses through,
We'll fight for home, the Norfolk girls,
And Portsmouth maidens, too.

It's profusely illustrated with colored wood-block prints.

Rededication Ceremonies Held at LantFlt Chapel

Near capacity crowds participated in impressive Catholic and Protestant religious services held in the Atlantic Fleet chapel at Norfolk, Va., when rededication ceremonies were held at the naval base.

Most Rev. William R. Arnold, D. D., bishop of the military ordinate, presided at a solemn high military mass. He is former chief of Army chaplains. Rear Admiral W. N. Thomas, CHC, USN, Navy chief of chaplains, officiated at Protestant services.

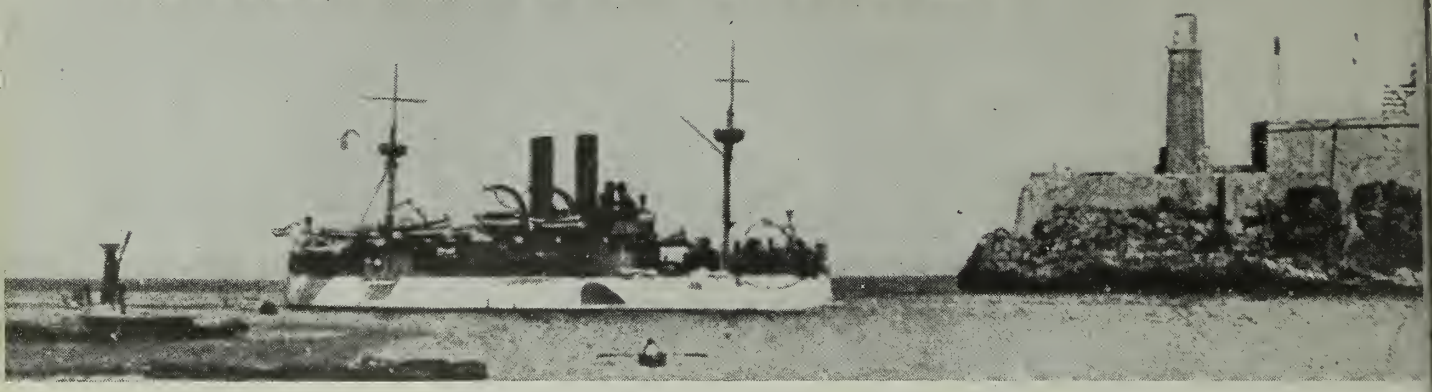


REMEMBER THE MAINE!

SURVIVORS' VERSIONS OF DISASTER

Here is the tale of the fateful last night in 1898 of the battleship *Maine*, as witnessed by persons in four different parts of ship. Passages are extracted from documentary book "The *Maine*," published in 1899 by Capt. Charles Sigsbee, USN, the commanding officer.

REMEMBER THE MAINE!



Terror broke out in Spanish-ruled Cuba in 1895. Insurgents, chafing under brutal Spanish rule, rose up to raid and burn Loyalist houses and property. Then the Spanish army under General Weyler took hold and herded the fiery rebels into reconcentrado *camps where they died by the hundreds from exposure, and sickness.*

Under the calming hand of President McKinley, the U. S. succeeded in remaining aloof even though popular feeling ran high and newspapers inflamed the situation with distorted accounts.

USS Maine, *one of the first two modern steel battleships in the U. S. fleet, was ordered to Havana in 1898 for a "friendly visit." Commissioned in 1895, she was among the newest U. S. vessels afloat and was in many respects a favorite throughout the Navy and the nation as well.*

Her commanding officer, Captain Charles Sigsbee, USN, took note of the sullen attitude of the Loyalists and was even handed a Spanish circular which screamed: "Death to the Americans! Death to Autonomy! . . . Long Live Spain! Long Live Weyler!" An essentially fearless man, he wrote it off as the writings of an impotent patriot.

Death did come to 252 naval personnel when Maine, *riding at anchor off Havana in mid-February, suddenly blew up. Later investigations showed the explosion came from an external source such as a mine, but to this day the mystery remains as to who was responsible. It may have been a calculating Insurgent —seeking U. S. intervention—or a hot-headed Loyalist impelled by foolish pride.*

Maine's *disaster began a whirlwind war which was over in 114 days. It made the victors, the U.S., a reluctant imperial power, with dependencies stretching from Puerto Rico to the Philippines. "Remember the Maine!" is a classic today among American battle cries.*

Personal versions of what happened that night are here recounted by the captain, boatswain's mate, lieutenant, and fireman first class. All four were in different parts of the ship.

I. Captain Charles Sigsbee, USN

On the night of February 15, 1898, *Maine*, lying in the harbor of Havana at the buoy where she was moored by the Spanish pilot on her entrance into the port, was heading in a direction quite unusual—at least for *Maine*.

On the night of the explosion *Maine* was heading to the northward and westward, in the general direction of the Machina, or naval "sheers," near the admiral's palace. Some of the watch officers said afterward that they had not before known her to head in that direction at Havana.

A short distance astern, or nearly astern, was the American steamer *City of Washington*, Captain Frank Stevens, of the Ward line. *Alfonso XII* and *Legazpi* occupied nearby berths on the starboard side of *Maine*.

It was a dark, overcast night. The atmosphere was heavy, and the weather unusually hot and sultry. All of the 26 officers were aboard except four, who were on various missions.

The members of the crew, 328 in number, were on board as usual. One of the steam launches was in the water, riding at the starboard boom. The crew, excepting those on watch or on post, were turned in. The men of the quarter watch were distributed about the deck in various places, wherever they could make themselves comfortable within permissible limits as to locality. Some of the officers were in their staterooms or in the messrooms below. Others were on the main or upper deck, in or about the officers' smoking-quarters, which were abaft the after turret on the port side, abreast the after superstructure.

I was in my quarters, sitting on the after side of the table in the port or admiral's cabin. In regard to cabins, *Maine* had been arranged to accommodate both an admiral and a captain.

About an hour before the explosion I had completed a report called for by Mr. Theodore Roosevelt, Assistant Secretary of the Navy, on the advisability of continuing to place torpedo tubes on board cruisers and battleships. I then wrote a letter home, in which I struggled to apologize for having carried in my pocket for 10 months a letter to my wife from one of her friends of long standing.

At taps ("turn in and keep quiet"), 10 minutes after nine o'clock, I laid down my pen to listen to the notes of the bugle, which were singularly beautiful in the oppressive stillness of the night. The marine bugler,

From *The Story of the 'Maine'* by Charles D. Sigsbee. Copyright, 1899, by the Century Company. Reprinted by permission of Appleton-Century-Crofts, Inc.

Newton, who was rather given to fanciful effects, was evidently doing his best. During his pauses the echoes floated back to the ship with singular distinctness, repeating the strains of the bugle fully and exactly. A half hour later, Newton was dead.

I was inclosing my letter in its envelope when the explosion came. The impression made on different people on board *Maine* varied somewhat. To me, in my position, well aft and within the superstructure, it was a bursting, rending, crashing sound or roar of immense volume, largely metallic in character. It was followed by a succession of heavy, ominous, metallic sounds, probably caused by the overturning of the central superstructure and by falling debris. There was a trembling and lurching motion of the vessel, a list to port, and a movement of subsidence. The electric lights, of which there were eight in the cabin where I was sitting, went out. Then there was intense blackness and smoke.

The situation could not be mistaken: *Maine* was blown up and sinking.

For a moment the instinct of self-preservation took charge of me, but this was immediately dominated by the habit of command. I went up the inclined deck into the starboard cabin, toward the starboard airports, which were faintly relieved against the background of the sky. The sashes were out, and the openings were large. My first intention was to escape through an airport, but this was abandoned in favor of a more dignified way of making an exit through the cabin into the passage and along the passage to the outer door. The passage turned to starboard, near the forward part of the superstructure.

At the turning, some one ran into me violently. I asked who it was. It was Private William Anthony, USMC, the orderly at the cabin door. He said something apologetic, and reported that the ship had been blown up and was sinking. He was directed to go out on the quarterdeck, and I followed him.

I stood for a moment on the starboard side of the main deck, forward of the after superstructure, looking toward the immense dark mass that loomed up amidships, but could see nothing distinctly. There I remained for a few seconds in an effort to grasp the situation, and then asked Anthony for the exact time. He replied: "The explosion took place at nine-forty, sir."

It was soon necessary to retire from the main deck, for the after part of the ship was sinking rapidly. I then went up on the poop deck. By this time Lieutenant Commander Richard Wainwright, the executive officer, and others were near me. Everybody was impressed by the solemnity of the disaster, but there was no excitement apparent. Perfect discipline prevailed.

I stood on the starboard siderail of the poop and held on to the main rigging in order to see over the poop awning, which was bagged and covered with debris. I was still trying to take in the situation more completely. The officers were near me and showing a courteous recognition of my authority and responsibility. Directions were given in a low tone to Executive Officer Wainwright, who himself gave orders quietly and directed operations.

Fire broke out in the mass amidships. Orders were given to flood the forward magazine, but the forward part of the ship was found to be under water.

The great loss of life was not then fully realized. Our eyes were not yet accustomed to the darkness. Most of us had come from the glare of the electric lights. The flames increased in the central superstructure, and I directed Lieutenant Commander Wainwright to make an effort to play streams on the fire if practicable. He went forward on the poop awning, accompanied by Lieutenant Hood and Naval Cadets Boyd and Cluverius, making a gallant inspection in the region of the fire, but was soon obliged to report that nothing could be done. The fire mains and all other facilities were destroyed, and men were not available for the service.

We then began to realize more clearly the full extent of the damage. One of the smokestacks was lying in the water on the starboard side. Although it was almost directly under me, I had not at first identified it.

As my eyes became more accustomed to the darkness I could see, dimly, white forms on the water, and hear faint cries for help. Realizing that the white forms were our own men, boats were lowered at once and sent to the assistance of the injured and drowning men. Orders were given, but they were hardly necessary. The resourceful intelligence of the officers suggested correct measures in the emergency. Only three of our 15 boats were available—the barge, the captain's gig, and the whaleboat. The barge was badly injured. Two of these were manned by officers and men jointly. How long they were gone from the ship I cannot recall, but probably 15 minutes. Those of us who were left on board remained quietly on the poop deck.

Nothing further could be done. The ship was settling rapidly. There was one wounded man on the poop who had been hauled from under a ventilator on the main deck by Lieutenants Hood and Blandin just as the water was rising over him. Other boats, too, were rescuing the wounded and drowning men. Chief among them were the boats from *Alfonso XII*, and from the steamer *City of Washington*. The visiting boats had arrived promptly and were unsparing of effort in saving the wounded. The Spanish officers and crews did all that humanity and gallantry could compass. During the absence of our boats the fire in the wreck of the central superstructure became fiercer. The spare ammunition that had been stowed in the pilot house or thrown up from the magazines below was exploding in detail. It continued to explode at intervals until nearly two o'clock in the morning.

At night it was the custom on board *Maine* to close all watertight compartments except the few needed to afford passageway for the crew. They had been reported closed as usual that night. Down the cabin skylights the air could be heard whistling through the seams of the doors and hatches, indicating that even the after bulkheads had been so strained as to admit the water into the compartments. Presently Lieutenant Commander Wainwright came to me and reported that our boats had returned alongside the ship at the stern, and that all the wounded that could be found had been gathered in and sent to the Spanish cruiser, *City of Washington* and elsewhere. The after part of the poop deck of *Maine*, the highest intact point above water, was then level with the gig's gunwale, while that boat was in the water alongside. We had done everything that could be done, so far as could be seen.

It was a hard blow to be obliged to leave *Maine*. None of us desired to leave while any part of her poop



TWISTED remains of USS *Maine* as viewed from aft.

remained above water. We waited until satisfied that she was resting on the bottom of the harbor. Lieutenant Commander Wainwright then whispered to me that he thought the forward 10-inch magazine had been thrown up into the burning material amidships and might explode at any time, with further disastrous effects. He was then directed to get everybody into the boats, which was done. It was an easy operation; one had only to step directly from the deck into the boat. There was still some delay to make sure that the ship's stern had grounded, and still more because of the extreme politeness of the officers, who considerately offered me a steadying hand to step into the boat.

On arriving on board *City of Washington*, I found there a number of our wounded men. They had been carried below into the dining saloon, where they had been placed on mattresses. They were carefully tended by both officers and crew of the vessel. Every attention that the resources of the vessel admitted had been brought to bear in their favor.

I walked among the wounded some minutes and spent a few more in watching the fitful explosion of ammunition on board *Maine*. Then I went to the captain's cabin, and composed my first telegram to the Navy Department. I had already directed that a muster be taken of the survivors, and had sent a request to the captain of *Alfonso XII* that he keep one or more patrol-boats about the wreck. The relations between the United States and Spain had reached a condition of such extreme tension that the patience of the people of the United States was about exhausted. Realizing this fully that night, I feared the result of first impressions of the great disaster on our people, for I found it necessary to repress my own suspicions.

After the first muster that night it was reported to me that only 84 or 85 survivors could be found. A more recent summary shows that only 16 of the crew were wholly unhurt. Two officers and 250 men were killed. One hundred and two people were saved, but later eight of these died at Havana.

II. Boatswain's Mate Charles Bergman, USN

I was turned in, in my hammock, which was swung from the beams in the forward crew space just abaft the brig or prison, on the starboard side.

I heard a terrible crash, an explosion I suppose that was. Something fell, and then after that I got thrown somewhere in a hot place. Wherever that was, I don't know. I got burned on my legs and arms, and got my mouth full of ashes and one thing and another.

Then the next thing I was in the water—away under the water somewhere, with a lot of wreckage on top of me that was sinking me down. After I got clear of that I started to come to the surface of the water again, and I got foul of some other wreckage.

I got my head jammed in, and I couldn't get loose, so I let myself go down. Then it carried me down farther. I suppose when it touched bottom somewhere it sort of opened out a bit, and I got my head out and started for the surface of the water again. I hit a lot of other stuff with my head, and then I got my head above water. I got picked up by a Spanish boat.

III. Lieutenant John Hood, USN

I was sitting on the port side of the deck, with my feet on the rail, and I both heard and felt—felt more than I heard—a big explosion, that sounded and felt like an underwater explosion. I was under the impression that it came from forward, starboard, at the time. I instantly turned my head, and the instant I turned my head there was a second explosion.

I saw the whole starboard side of the deck and everything above it as far aft as the after end of the superstructure spring up in the air, with all kinds of objects in it—a regular crater-like performance, with flames and everything else coming up. I immediately sprang myself behind the edge of the superstructure, as there were a number of objects flying in my direction. I ran very quickly aft as fast as I could, along the after end of the superstructure, and climbed up on a kind of step.

I went under the barge, and by the time I went up on the superstructure this explosion had passed. The objects had stopped flying around. Then I saw on the starboard side there was an immense mass of foaming water and wreckage and groaning men out there. It was scattered around in a circle, I should say about a hundred yards in diameter off the starboard side. I immediately proceeded to lower the gig, with the help of another man.

After I got that in the water several officers jumped in it, and one or two men. In the meantime somebody else was lowering the other boat on the port side. I heard some groans forward, and ran forward on the quarter deck down the poop ladder, and I immediately brought up on an immense pile of wreckage. I saw one man there, who had been thrown from somewhere, pinned down by a ventilator. With the help of Lieutenant Blandin we got him up just in time before the water rose over him.

The captain and the executive officer ordered the magazines to be flooded. We saw all at once that it would be no use flooding the magazines. Then the captain said he wanted the fire put out that was starting up in the wreckage. I made my way forward through the wreck and the debris, up to the middle superstructure, to see if anything could be done toward putting out this fire. When I got there I found nothing could be done, because the whole thing was gone.

When I climbed up on this wreck on the superstructure I saw similar piles of wreckage on the port side

which I had not seen before and I saw some men struggling in the water but there were half a dozen boats there, I suppose, picking them up and hauling them out. After pulling down some burning swings and things that were starting to burn aft, to stop any fire from catching aft, I came aft again out of the wreckage. There was no living thing there at that time. Shortly after that we all left the ship. There were two distinct explosions—big ones—and they were followed by a number of smaller explosions, which I took at once to be what they were, I suppose—explosions of separate charges of the blown-up magazine.

The instant this first explosion occurred I knew the ship was gone completely, and the second explosion only assisted her to go a little quicker. She began to go down instantly. The interval between the two was so short that I only had time to turn my head and see the second. She sank on the forward end—went down like a shot. In the short time I took to run the length of that short superstructure aft, the deck canted down, showing that her bow had gone at once.

At the same time, the ship heeled over considerably to port, I should say about 10 degrees, the highest amount, and then the stern began to sink very rapidly, too; so rapidly that by the time I got that gig lowered, with the assistance of another man or two, the upper quarter deck was under water, and the stern was sinking so quickly that when I began to pick this man up, whom I spoke of on the quarter deck, the deck was still out of the water. Before I got this ventilator off him—it didn't take very long, as Lieutenant Blandin assisted to move that to get him up—the water was over my knees and just catching this fellow's head, the stern was sinking that quickly.

IV. First Class Fireman William Gartrell

I was in the steering engine room, two decks lower than the officers' mess room and lower down in the ship than any other man who escaped. To reach the level of the officers' mess rooms I had to run forward about 20 feet, pass through a doorway, spring across to a ladder, climb up two flights of ladders, and pass through another doorway—a narrow and difficult route.

I could see through the door a kind of blue flame, and it came all at once. Frank Gardiner and I jumped up and I went to the port side up the engine room ladder, and Frank Gardiner he went up the starboard side—at least, he didn't go up, because he hollered at me. He struck the door right there where the partition separates the two doors, and he must have struck his head.

He hollered to me. He says, "O Jesus, Billy. I am gone."

I didn't stop then because the water was up to my knees. I made a break as quick as I could up the ladder, and when I got up the ladder into the steerage-room, the ladder was gone. Everything was dark. I couldn't see nothing. Everything was pitch-dark, and I gave up, or I started to give up. There was a colored fellow with me. I didn't know his name until afterward. His name was Harris. We got hold of each other.

I says: "Let's give up. There is no hope." I started in to say a prayer the best I knew how, and then I heard a voice.

It must have been an officer. It couldn't have been a man's voice, because he says: "There is hope, men." I knew from that that he was an officer.

After that I seen a little light. It looked like an awful distance from me, but I made for that light and when I got there it seemed like I could see the heavens.

I got jammed in the ladder. My head was right up against the deck. I seen the ladder, and I caught hold of Harris, and the two of us hugged each other. The ladder was hung crossways on top. There wasn't no ladder that we could walk up. The ladder was up above us.

I don't know whether I got out first or this colored fellow, but when I did get out I tried to say a prayer. I looked where I was, and I saw the heavens and everything, and I tried to say a prayer or something and I fainted away. I felt some one picking me up, and they throwed me overboard.

FIRST photograph, taken the morning after the explosion, shows the wreckage of USS *Maine* in Havana Harbor.



TAFFRAIL TALK

OUR ears were very neatly pinned back by the CO of USS *Hawk* (AMS 17): "On page seven of the August issue it was stated that the reefer USS *Corduba* (AF 32) was the first ship in the Atlantic Fleet to report 100 per cent participation in the buying of savings bonds.

"Without the intent of lessening the credit due *Corduba*, it is hereby reported that USS *Hawk* has enjoyed 100 per cent participation in buying savings bonds for over a year.

"The recent Security Loan Drive consisted aboard this vessel in increasing bond allotments . . . since an increase in percentage of participation was impossible."

* * *

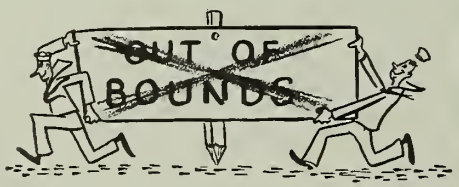
An admiral's gesture, a spoken word—these are the things their men are quick to perceive and remember. More than often they write their impressions and send them along to friends, parents . . . or ALL HANDS.

From San Diego came a letter from a retired machinist ("Subject: Observing"), written Armistice Day: "Was in Balboa stadium this afternoon just a few feet behind the reviewing stand where Rear Admiral Bieri was reviewing the parade. After about 15 minutes of returning salutes and saluting colors and standing at attention for various parade units, here comes Bonham Brothers Boys Band. There were four little fellows (about eight years old) about 60 feet in advance of the band carrying the insignia flags. Well, when they came up to the reviewing stand, the admiral saluted them. The people really cheered, too; they figured more than likely that was a salute to the youth of America. But myself I thought that was very manly of the admiral, as he wasn't required to salute those four boys. It is such things as that, that makes us have undying respect for our leaders. I know everyone there appreciated the token on the admiral's part . . ."



* * *

And in Londonderry, Northern Ireland a communication technician sat down to drop us a line about an incident he had not witnessed but had read about: "Three cheers for Rear Admiral Austin K. Doyle who, in reply to the request of a prominent Bermuda hotel to make the hotel's premises out of bounds for enlisted men, replied that he would make it out of bounds for officers, too. 'The customs of my country do not permit discrimination between officers and men in public places,' said Rear Admiral Doyle."



The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where specal circumstances warrant sending direct to sub-activities, the Bureau should be informed.

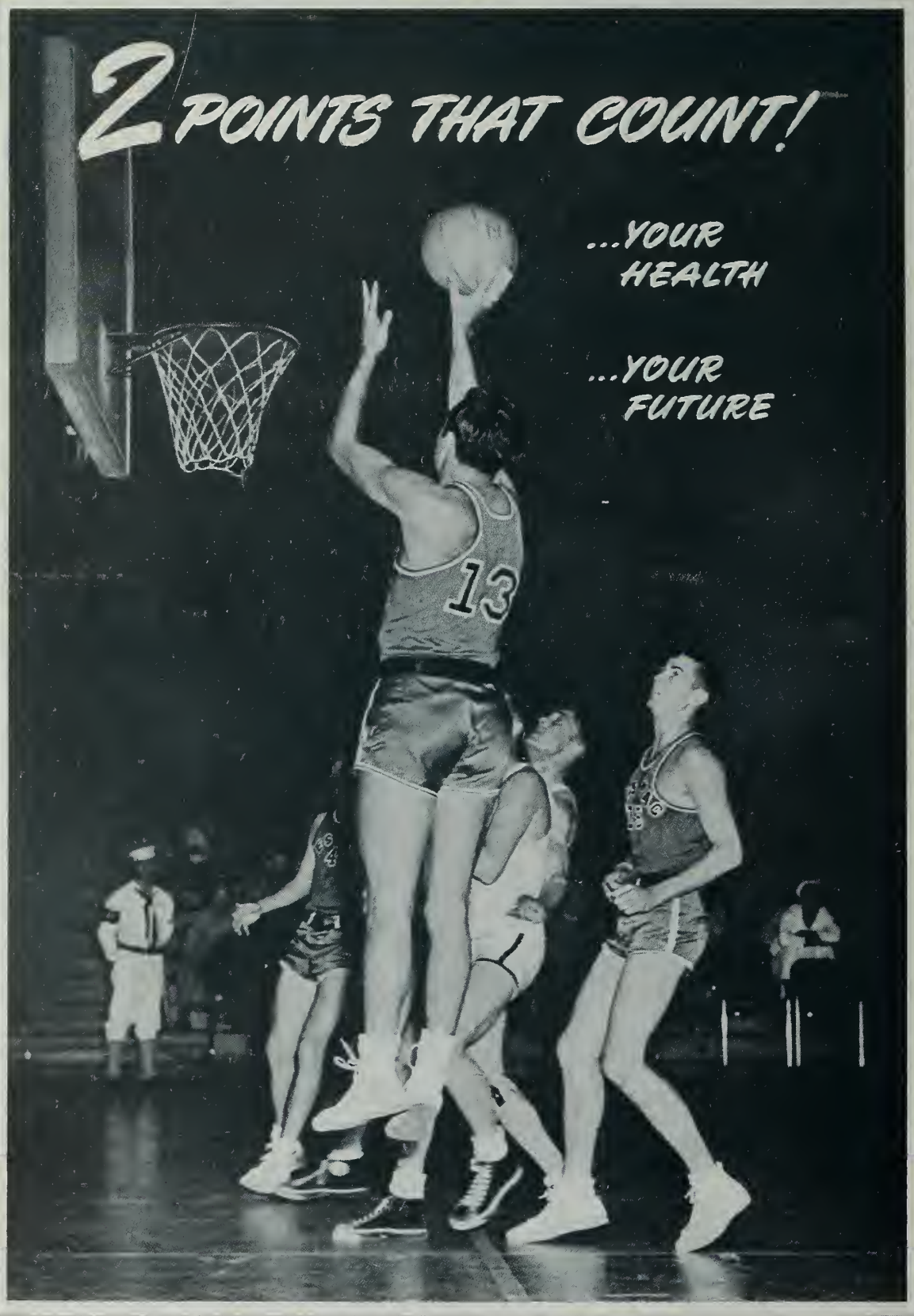
Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: Two sailors from USS *Princeton* (CV 37) stop at one of the street vendors in Tsingtao, China, to buy some hot roasted chestnuts. The sailors are R. C. Barrett, AF2, of Manchester, Conn., and Richard L. Allen, FN, of Portland, Ore.



TSINGTAO SNACK



SHIP OVER WITH YOUR SHIPMATES

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

FEBRUARY 1949



THEIR
HERO



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

FEBRUARY 1949 Navpers-O NUMBER 384

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

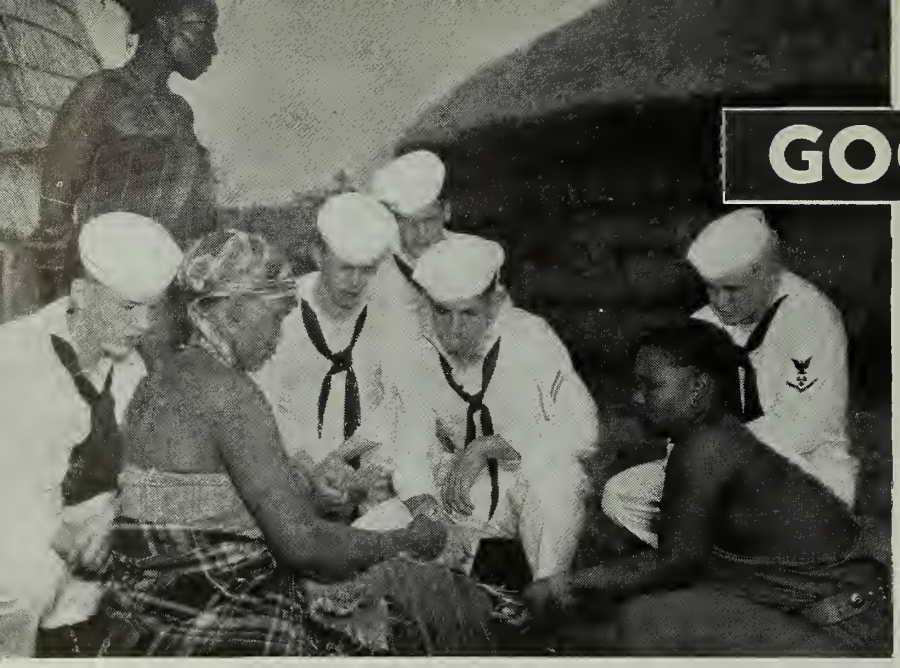
	Page
Good Liberty Abroad	2
The Word	6
Assault-Water Sailors	8
Airlift Gets Navy Lift	11
CVL Battles Cold Weather	12
Highlights of Safety	14
Barges: Beauty Boats of the Fleet	18
Reserve Launches CIC Training Program	20
Sea-Going Sentries	23
Letters to the Editor	26
The Titan of Metals	31
Today's Navy	32
Navy Sports	40
Bulletin Board	42
Legislative Roundup	43
Welfare and Recreation Programs	44
Correspondence Courses Open	46
Rank and Rating Abbreviations	48
Reserve Retirement Program	50
Responsibility of Officers	52
Directives in Brief	55
Decorations and Citations	56
Books: Fact and Fables Featured	58
Book Supplement: *Double Broadside*	59
Taffrail Talk	64

• FRONT COVER: In the hobbycraft shops of hundreds of ships and stations, personnel are acquiring skill and pleasure as they spend interesting hours at their favorite hobbies. Here Charles Tillman, SK3, USN, does intricate work on a ship model.—*All Hands* Photo by Walter G. Seewald.

• AT LEFT: Peter Catalina, a radarman on board USS *Huntington* (CL 107), cheerfully signs autographs for a group of school children who visited *Huntington* during the ship's visit to Rio de Janeiro. (See pp. 2-5.)

CREDITS: All photographs published in *All Hands* are official U.S. Navy photos unless otherwise designated: p. 10, Mariners' Museum; pp. 14-16, Coast Guard.

GOOD LIBERTY



ZULUS demonstrate the art of basket weaving to sightseeing sailors (above).



ON GOODWILL and training cruises Navy men enjoy themselves on liberty in exotic ports the world over. Above: A sailor

THE END of a busy half-year of Navy good-will cruises and courtesy calls finds personnel of the U. S. Navy more familiar than ever with people and places in each of the world's continents.

One of the most interesting among the good-will cruises was that made in the Mediterranean Sea and the Persian Gulf by the amphibious force flagship USS *Pocono* (AGC 16), the aircraft carrier USS *Siboney* (CVE 112), the destroyers USS *Massey* (DD 778) and USS *Zellars* (DD 777), and the high-speed transport USS *Carpellotti* (APD 136).

Crew members considered the Persian Gulf portion of the cruise with stops at Bahrein and Kuwait the high point of the entire operation. One of them wrote the following colorful account:

"The men were warned ahead of time to get exposed to the sun as much as possible. We were all told that this country where vast supplies of oil are found provides temperatures ranging from 125 degrees to 130 degrees in the shade. Everything lived up to expectancy and the temperature actually ranged that high. Clothing was made a little brief during our stay there, and sleeping above decks was necessary for comfort. Aboard *Siboney* the men slept on the flight deck—and what a sight it was!

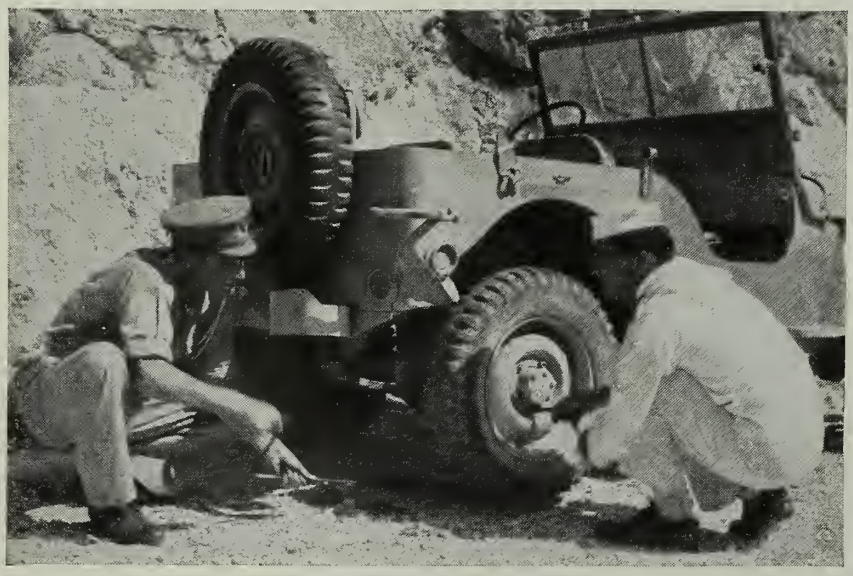
"There were a few men who 'got under the heat,' but in all the men took it fine to prove that we have the healthiest sailors in the world. The ships that participated in this expedition deserve some credit, because the extreme climatic conditions they went through was no picnic. And to a lot of us this was the greatest experience we ever had and ever expect to have."

Independently operating ships of the force visited Ras Tanura and Ras al Mishab in Saudi Arabia, as well as the British-protected sheikhdoms of Kuwait, Bahrein and Qatar. Navymen of *Pocono* visited an oil field and watched construction of a new $10,000,000 pier at Fahaheel.

The ships paused briefly at Argosteli, Greece, to take on fuel before sailing for Norfolk, Va.

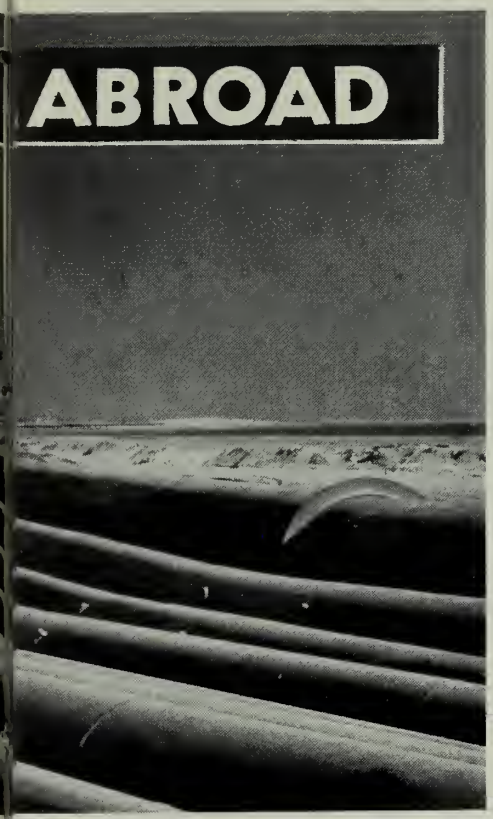
Four destroyers of DesDiv 161 sailed from New Orleans, La., for good-will visits to four Central American countries. USS *Waldron* (DD 699) halted at Puerto Limon, Costa Rica; USS *Ault* (DD 698), at Puerto Cabezas, Nicaragua; USS *English* (DD 696), at La Ceiba, Honduras; and USS *Borie* (DD 704), at Puerto Barrios, Guatemala.

Shortly thereafter, the light cruiser



GREEK soldier lends hand to sailor from Fargo (CL 106) changing jeep tire.

ABROAD





skylarks on pipelines during a visit of *Pocono, Siboney, Massey, Zellars* and *Carpellotti* to the Persian Gulf ports. Above right: Trio from *Tarawa* barter in Peking shop. Lower right: Salts from *Kearsarge* gaze out over Oran, from Monastery.

USS *Providence* (CL 82), flagship of CruDiv 10, called at the port of Marseilles in southern France.

"The heart-warming welcome with which the French received the warship made the visit a memorable one," a member of *Providence's* complement wrote to ALL HANDS. "In recognition of the vessel's visit, there were several receptions and dances, but the finest affirmation of the friendship between the U. S. and France was the invitation extended to *Providence* to participate in the ceremonies of Armistice Day, 11 November, a national holiday religiously observed in France.

"Representing the U. S. Navy and the United States at a solemn ceremony were one platoon of Marines and one platoon of the ship's landing force. They joined with detachments of the French Foreign Legion, French Colonial Troops and others in a prayerful moment for those who gave their lives in World War I. The national anthems of both France and the U. S. were then played, and both were followed by the cheering of several thousand who turned out for the observance."

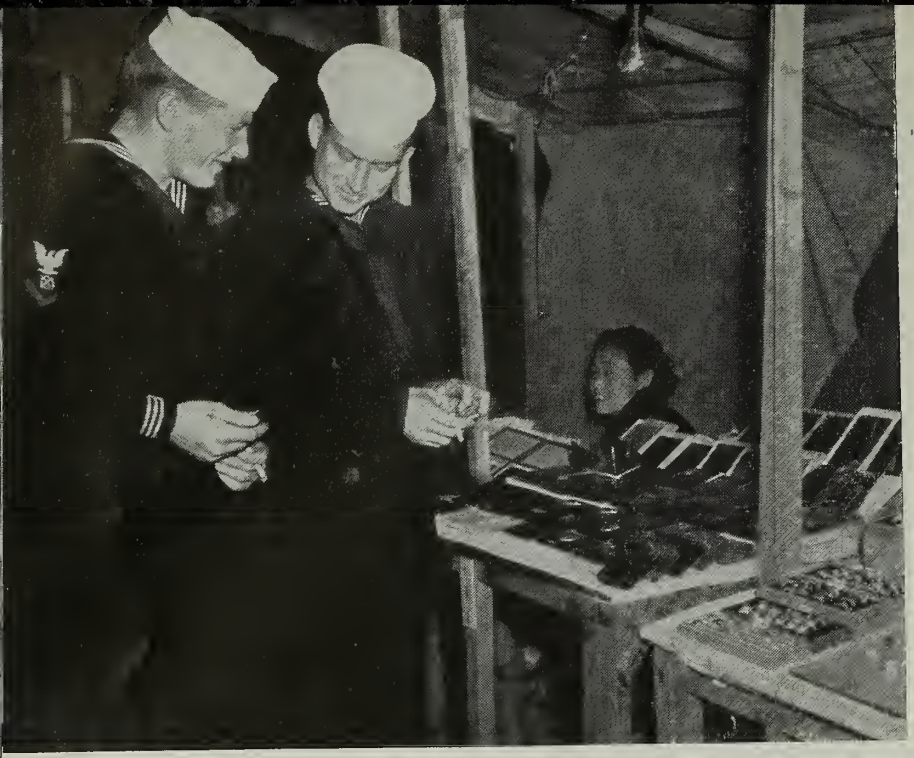
A 28,000-mile good-will cruise was made by the light cruiser USS *Huntington* (CL 107) and the destroyer USS *Douglas H. Fox* (DD 779), touching at African and South American ports.

Terminating four months' duty in the Mediterranean, the ships transitted the Suez Canal and visited the African ports of Massawa, Eritrea; Mombasa, Kenya; and Cape Town and Durban in the Union of South Africa.

Sailors had an opportunity at Durban to take a special tour 100 miles inland to visit Zulu tribesmen in their native region. Accompanied by a guide who knows many of the Zulu chiefs in person, the men were welcomed into the native camps where they talked with the Zulus through interpreters. They watched the Zulus at work on native handicraft and observed tribal dances firsthand.

The visit of the ships to Cape Town coincided with a visit by ships of England's Royal Navy. American and British sailors and marines took part in a joint radio show over the network of the South African Broadcasting system. Commanders of the American and British groups broadcast brief messages to the people of South Africa. Leaving Africa, *Huntington* included among her personnel





TOKYO trinket stall attracts the attention of two souvenir hunters from Task Force 38 which visited the Orient during intensive training maneuvers.

part of the naval medical science group which had completed eight months of study and 21,000 miles of travel by jeep and truck through 15 countries of Africa.

Attention of the Secretary of the Navy was called to the "well-dressed, well-behaved and smart-bearing" sailors of the cruiser *Huntington* and the destroyer *Douglas H. Fox*.

The plaudits were contained in a letter to SecNav from "an ordinary citizen" of that city to whom it had occurred that "it must be rather difficult for your department to assess the success" of the warships' visit.

The correspondent, Mr. John L. B. Jones, stated that he did not know the reason for the cruise but "if it was partially to give us an insight into American efficiency and personality, then it certainly succeeded beyond all measure."

He had words to say for both the vessels and personnel:

"It was our privilege to be able to entertain a sailor and a marine one evening, and the impression they have left in our minds is beyond reproach they were perfectly behaved, well versed in conversation, and extremely polite, not to mention being excellent company."

On visiting the ships, the Cape Town resident was "very impressed by their cleanliness, efficiency and above all the high morale and comradeship that seemed to exude throughout."

He commented specifically on one impression, which was that "sailors standing at the gangways made a point of assisting ladies on and off—a small point, but never-the-less appreciated."

From a broader viewpoint, he considered the sailors as representatives of a nation formerly observed only from a distance. In that capacity he found them "excellent and efficient."

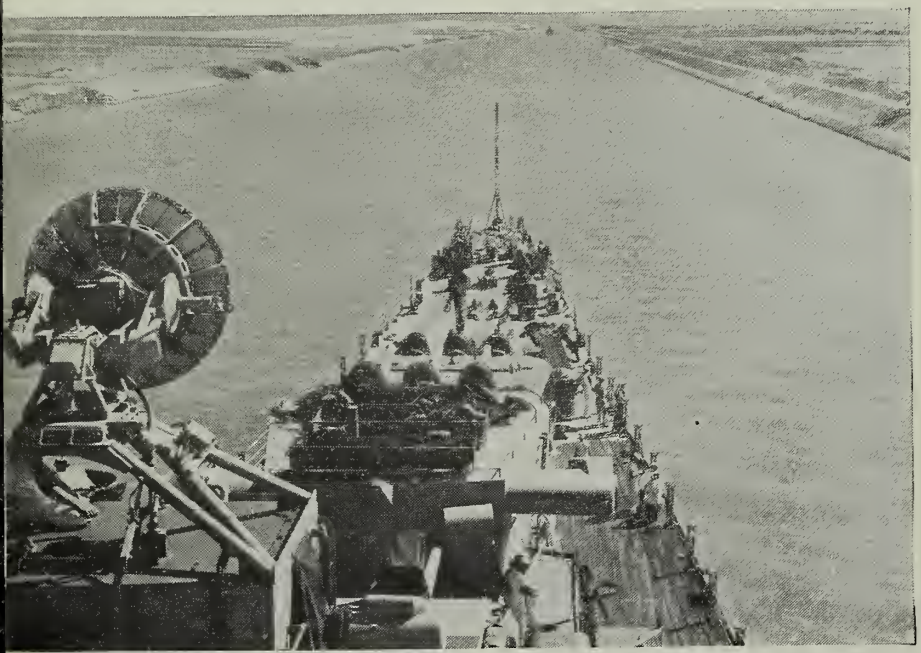
In a return letter, the Secretary of the Navy stated that he was "gratified to receive such a commendation for naval personnel and to know of your impressions with respect to the cleanliness and efficiency of our naval vessels."

Although the ships were royally welcomed and thronged with visitors in all the African ports touched, it was the week's visit in Rio de Janeiro, Brazil, that is remembered by most as the climax of the cruise. For a first-hand account of the visit to that South American city, let's read the words of another seagoing writer:

"Suddenly the sun broke through the clouds and Rio appeared in all its tropical beauty. Well-laid plans for entertaining the visiting ships were put in operation. The American Society, an organization whose purpose it is to assist visiting Americans, distributed enough pocket guides of Rio for every man on both ships.

"When liberty call sounded that afternoon the gloomy arrival had become completely forgotten. The hundreds of sailors flocking down bustling Rio Branca knew that Rio would be everything the travel folders said it was."

The account goes on to tell of dances and picnics, souvenir shopping, a softball game, swimming, free airplane rides and the spectacular journey to the top of Mt. Corcovado. It concludes with, "The officers and men of Task Group 44.7 were captivated by the hospitality of the city and its



SUEZ CANAL affords *Huntington* and *Douglas H. Fox* transit south to Red Sea.

people. When the day arrived for departure there was hardly a light heart aboard either ship despite the fact that the ships would now steam northward to home."

Tsingtao, China, was the host when ships of Task Force 38 arrived in the Orient during intensive training maneuvers. Here again a Navy reporter has recorded thoughts and impressions:

"In Tsingtao there is every kind of shop imaginable. One in particular, which was visited by many of the men on liberty, is a Chinese metal shop known as the "Brass Buddha." Many of the men from the task force visited such places as the St. Joseph Mission, where they purchased some of the finest silks and souvenirs available in China.

"In Tsingtao, you can buy peanuts from Chinese children who roam the streets, and if you stop one of these street vendors you can have your fill of hot roasted chestnuts."

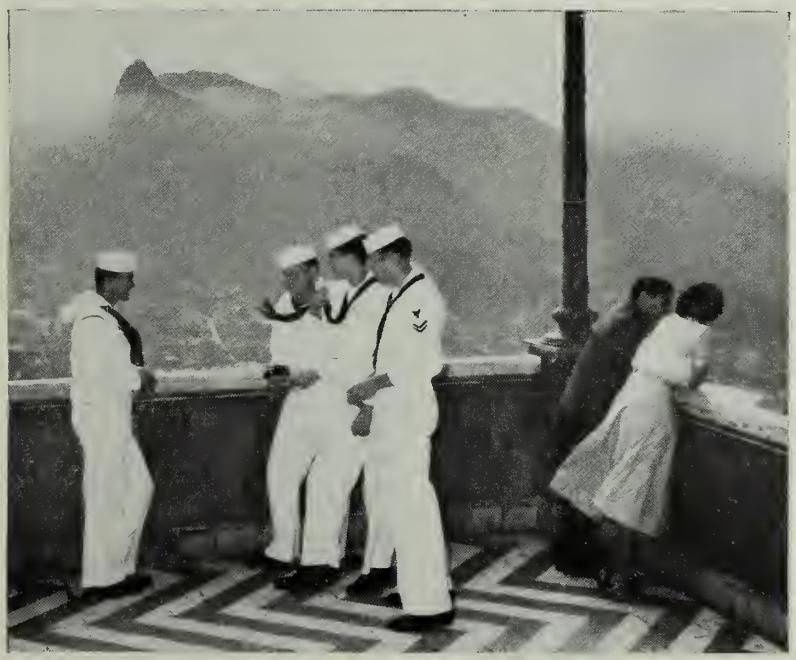
The account tells about the Tsingtao enlisted men's club and Chinese barber shops, then concludes with. "Liberty in Tsingtao was a good treat for all members of Task Force 38."

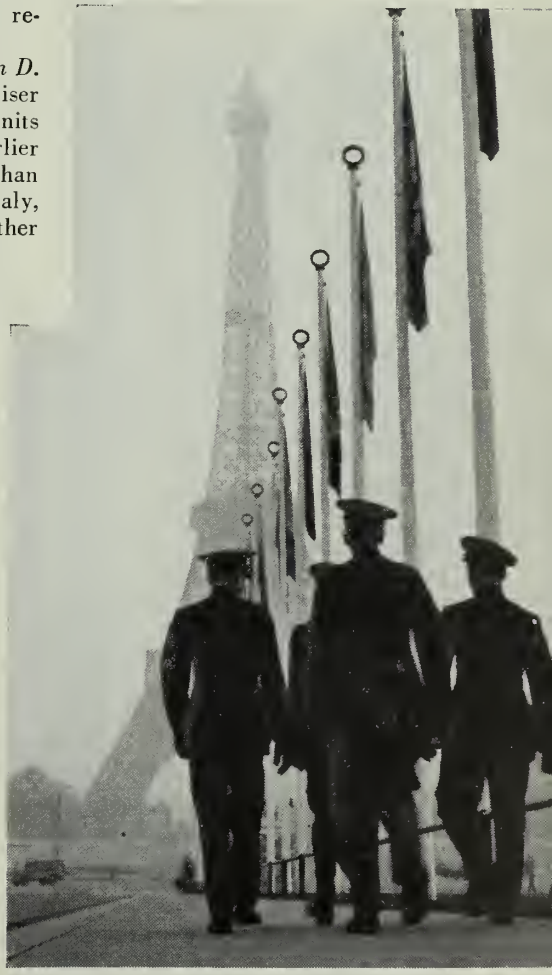
Hong Kong and Singapore were visited by the aircraft carrier USS *Tarawa* (CV 40), the destroyer USS *Hawkins* (DD 873) and the destroyer escort USS *Buckley* (DE 51) in another Oriental cruise. The ships then proceeded to Colombo, Ceylon, and Bahrein, Saudi Arabia. They were scheduled to spend several weeks visiting Mediterranean ports before returning to the U. S.



SPECTACULAR view of Cape Town from atop the city's famous landmark, Table Mountain, is snapped for the scrapbooks of high-climbing sailors.

The aircraft carrier USS *Franklin D. Roosevelt* (CVB 42), the heavy cruiser USS *Albany* (CA 123) and other units of the Sixth Task Fleet made earlier autumn and winter visits to more than 20 ports in North Africa, Italy, France. Greece, Turkey and other parts of the Near East.





HASHMARKED piazza is on Rio's famed Sugar Loaf (left). Right: Marines in Paris stroll toward the Eiffel Tower.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• IMPROPER WILLS—Many of the wills drafted during wartime would not stand close legal scrutiny today, warns the Legal Assistance Branch of the Office of the Judge Advocate General.

Since common errors in drafting, executing and witnessing a will may be expected to come to light, careful check should be made to determine if your will meets necessary requirements.

Many of them were hurriedly prepared during wartime or changes may have occurred which materially affect the disposition of the will. Among these are your marital status and additions to the family, changes in legal residence and upon leaving the service, death of a person mentioned in the will, and a large number of other factors to be considered.

For safekeeping, your will can be mailed to the Chief of Naval Personnel or the Navy Mutual Aid Association, both in the Navy Department, Washington, D.C.

The will should be placed in a sealed envelope, on the outside of which should be written "Last Will and Testament of (full name and rank or rate, followed by service number). To be delivered in case of my death to (name and address of executor)."

Drafting of a new will or making changes in a previous will should be done under the direction of your legal assistance officer or an attorney in private practice.

Food Firms Help Revise Navy Cook Book

While the Navy has long enjoyed the reputation of having the best meals of any of the military services, it is not satisfied. The nation's food industry has been called upon to help provide better balanced and more palatable meals for Navy personnel.

A committee has been formed from representatives of leading food industry firms to revise the Navy cook book. This committee will provide a series of suggested recipes each six months and in the next three years will completely review all existing Navy recipes and submit their final recommendations for revision of the present cook book.

The Navy Department is submitting existing Navy recipes to the test kitchens of these industrial firms, with the request that each recipe be tested on a quantity basis. The industry test kitchens are asked to determine whether the recipe produces what is desired and to suggest variations and improvements. Any substitutions or improvements suggested must be substantiated on the basis of food technology, ingredients, etc. The kitchens are also recommending additional recipes for consideration by the Navy.

Ninety-seven basic Navy recipes have already been tested by the kitchens. As many as 12 variations of a single recipe and a total of 30 additional basic recipes were recommended.

Final selection of the recipes to be incorporated in the new Navy cook book will rest with Navy officers working on the revision.



• WOMEN MARINES—Women entering the Regular Marine Corps will not be known by a nickname; they will be called, simply, Women Marines.

The designation "U. S. Marine Corps" will apply to the women as well as to men in the Marine Corps when used after a name. The letters USMC-W will be used in official reporting forms. In the case of women Reservists, the letters USMCR-W will be used.

• NAVAL ADMINISTRATION — Navy line officers—except aviators—in the ranks of commander to ensign, inclusive, are eligible to apply for a three-month course in naval administration.

Applications are desired for assignment to classes convening 31 May 1949 and 26 Sept 1949 at Monterey, Calif. Applicants must be Naval Academy graduates or hold a college degree. Officers completing the course will be assigned immediately after graduation to duty in the Island Government Program for 18 to 24 months.

Applications should be submitted via official channels to reach BuPers (Attn: Pers-311E2) prior to 15 Mar 1949. BuPers Circ. Ltr. 243-48 (NDB, 31 Dec 1948), which contains this information, calls upon COs to indicate availability of applicants in forwarding requests.

• RIBBONS ON SHIPS—Restrictions on the types of war-service insignia that may be painted on ships and aircraft have been modified and broadened.

Under a new directive—a SecNav letter dated 6 Dec 1948 (NDB, 15 Dec 1948)—ships and aircraft are permitted to display replicas of a much wider variety of ribbons than previously authorized. Replicas of the ribbons of each service medal, area medal or campaign medal to which the ship or aircraft is entitled are now authorized in accordance with the same instructions that govern awards to personnel.

Formerly, only four insignia were authorized for display on Navy ships and aircraft—the Navy Unit Commendation, American Area ribbon, European-African-Middle East Area ribbon and Asiatic-Pacific Area ribbon.

These provisions do not include the Presidential Unit Citation for which a pennant and plaque are authorized.

Army Personnel Join Navy; In Using Barracks, That Is

Joining Navy men at the receiving barracks on the Seattle naval station are a large group of Army personnel, moved in by truck and bus convoy from the Army's temporary quarters at Fort Lawton.

Plans called for accommodating 2,700 Army troops in 10 barracks on the station, including replacement and separation troops and Army reenlistees. (See pp. 32-33).

Separate military police and sailor security watches are maintained, and personnel of the two services also mess separately.

• **FT EXAMINATION** — An examination to select candidates for fire control technician Class B training will be conducted on 15 Feb 1949.

Personnel who have failed to qualify under previous examinations are eligible under BuPers Circ. Ltr. 229-48 (NDB, 15 Dec 1948) to be reexamined if six months have elapsed by 15 February since they were formerly examined.

Men rated FT3 in accordance with paragraph one of Alnav 558-46 (corrected) who have been subsequently promoted to FT2 while serving in the fleet are eligible for the Class B FT course, provided they have served at least one year at sea and will have three years' obligated service on date of entry into the school. Requests of qualified candidates for assignment to Naval School, Fire Control Technicians, Class B should be submitted to the Bureau of Naval Personnel through the chain of command.

Due to a lack of qualified candidates, classes are to be convened quarterly instead of monthly in the future. The letter requests all commands to give it full publicity to insure that all eligible personnel have an opportunity to compete for enrollment.

• **PRINTED POLICIES** — Persons having renewed "term" National Service Life Insurance and those who have converted their NSLI to a permanent plan now are receiving printed policies.

These policies are printed in blue on heavy white bond paper. They contain pertinent provisions of the insurance contracts, such as premium rate, effective date, guaranteed values and other provisions. The policies will replace the certificates previously issued.

• **NEW DIRECTIVES**—Soon to be issued is the 1948 series of General Orders, which should be placed in back of the new Navy Regulations.

Two tab sheets will accompany them, one indicating General Orders and the other index for the Navy Regulations.

An Alnav will inform naval activities when the 1948 series of General Orders will be placed in effect. Sufficient time after distribution is completed will be allowed for receipt at distant stations. Current General Orders should be kept for reference at least until 30 June 1949 at which time they may be destroyed. They should not be returned to the Navy Department for disposal.

The effective date of the new Navy Regulations was set at 20 Jan 1949. Old copies should be retained until 30 June 1949 for reference, after which they may be disposed of locally. (See ALL HANDS, January 1949, p. 41). They are not to be returned to the Navy Department for disposal.

The newly revised Bureau of Naval Personnel Manual becomes effective concurrently with the date announced by Alnav for the new Navy Regulations. Obsolete copies should be disposed of locally when no longer needed for reference purposes. They should not be returned to the Navy Department.

• **INVENTIONS** — The Office of Naval Research will help you develop your invention or idea for an invention, if you have one of value to the Navy or the government.

All proposed inventions will be evaluated by ONR, processed for patent applications if considered of value to the government, and reported upon promptly to the proposer. All fees and expenses incurred in patenting approved inventions are assumed by ONR. All commercial rights go to the inventor, with the Navy retaining only a non-exclusive, royalty-free license for government use.

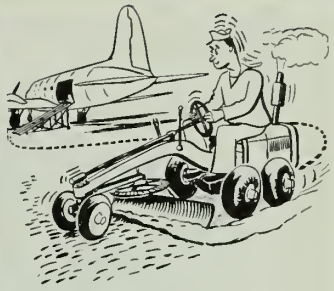
This is the way to proceed:

• Outline the problem, describing the current procedure. Explain your idea and how it overcomes difficulties.

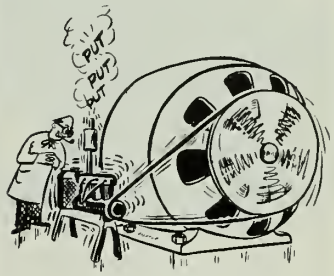
• Submit detailed drawings, sketches or photographs to show your construction or method, with a complete description of the parts and operations.

• Send your outline, explanation, drawings and related material to the Office of Naval Research, Navy Department, Washington 25, D.C., or to the nearest branch office.

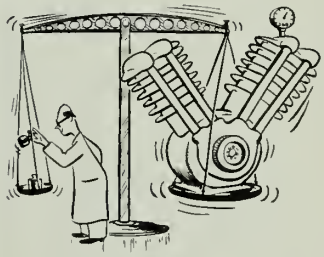
HERE'S YOUR NAVY



A Bureau of Yards and Docks program is underway toward developing lightweight equipment especially adapted for transportation by air. Aluminum or other light metals are used in place of steel wherever that can be done without harm to performance or wearing qualities. The aim is for highly mobile implements adapted for modern warfare.



A diesel-driven electric generator is one item being developed. Its weight is expected to be only half that of present models. Another is an engine-powered road-building machine being built for the Navy by a commercial manufacturer. It will weigh approximately 17,000 pounds, compared to 22,000 pounds for a wartime commercial model of smaller capacity.



An air-cooled 260-cubic foot-per-minute air compressor is being perfected by BuDocks in cooperation with other Navy bureaus and the U.S. Air Force. It is expected to weigh 2,000 pounds, compared to 5,000 to 7,000 pounds for a water-cooled compressor of comparable output. A portable welding machine of half the usual weight is undergoing tests at Port Hueneme, Calif.

ASSAULT-WATER SAILORS



BEACH-BUSTING takes know-how. Amphibious training commands teach men of fleet the latest assault techniques.

STOWING a landing force on board amphibious vessels is like winding a movie film on reels. You have to place the last on first if everything is to happen as planned.

More amphibious landings took place during World War II than had been made previously in the history of warfare. Most of these landings involved a team composed of Navy, Marine Corps and Army men, ships, planes and equipment. With little experience and practically nothing in modern warfare to study and use as a basis for training, these amphibious forces stuck their necks out on dozens of beaches, corrected errors in later landings and played a tremendously important part in the victory over the Axis.

Amphibious training commands set up during World War II to give men the "know-how" of amphibious warfare changed their procedures almost daily as better methods were discovered by amphibious fighters hitting beaches all over the world. Joint commands of Navy, Army and Marine Corps were established as the Amphibious Training Commands, U.S. Pacific and Atlantic Fleets to carry out this training program.

After the war these commands remained in operation, applying the lessons learned in combat and developing new techniques to insure that a continuous flow of men are trained in amphibious warfare. The U.S. Naval Amphibious Base, Little Creek, Va., was designated the base of operations for the Amphibious Training Command, Atlantic Fleet and the Naval Amphibious Base, Coronado, Calif., was named the base of operations for the Amphibious Training Command, Pacific Fleet.

At the Naval Amphibious Base, Little Creek, the training of amphibious personnel is organized in two main departments. These are the Troop Training Unit and the Naval Amphibious Training Unit.

Amphibious Forces Acquire Their Deadly Know-How At Joint Command Schools

The Naval Amphibious Training Unit has the job of training men to perform the intelligence, communication, gunfire support, landing craft operation, beach party work and the use of pontoons during an amphibious assault. The Troop Training Unit is a Marine organization responsible for training infantry and mechanized units in amphibious warfare techniques, including the handling of supplies.

Six schools have been set up to carry out the training program of the Naval Amphibious Training Unit.

In the early stages of any amphibious operation intelligence reports are gathered on the area where the landing is to be held. Officers qualified in analyzing this intelligence must be available to amphibious commanders to assist in the preparation of plans. The Intelligence School of the Amphibious Training Unit instructs officers in analyzing intelligence reports, aerial photographs, etc.

An amphibious assault is timed as carefully as trapeze artists switching bars in mid-air. Many radio circuits are operated to insure this precise coordination is maintained. The per-

sonnel operating or responsible for these circuits must be trained in amphibious communications. The PhibTraUnit's Communication School provides graduates to supervise and operate these circuits.

Prior to troops hitting the beach the enemy-held areas are softened up with a deluge of air and sea bombardments. As the fighters move inland they are supplied with more big-gun support to soften up sectors of strong resistance. This gunfire is coordinated by personnel serving on the staffs of the troop. air and naval commanders. Personnel are trained for this work at the Gunfire Support School.

Basic boat handling and boat maneuvers involved in landing assault troops and equipment are taught at the Landing Craft School. Personnel attending this school are indoctrinated in all phases of the ship-to-shore movement and the control systems used in dispatching boats.

After the beachhead has been secured the job of getting the word to ships on what is to be sent ashore next, such as additional supplies or ammunition, and dispatching this material to the proper battle sector is the job of the beach party. Officers and enlisted personnel are given instruction in the best battle-tested methods of performing this work at the Beach Party School.

Often a wide expanse of shallow water prevents even shallow-draft amphibious craft from getting close enough ashore to disgorge their cargo without its having to be moved through the water, or in other cases heavy equipment mires in soft mud along the shore. In such cases a ramp of pontoon barges is rigged for unloading.



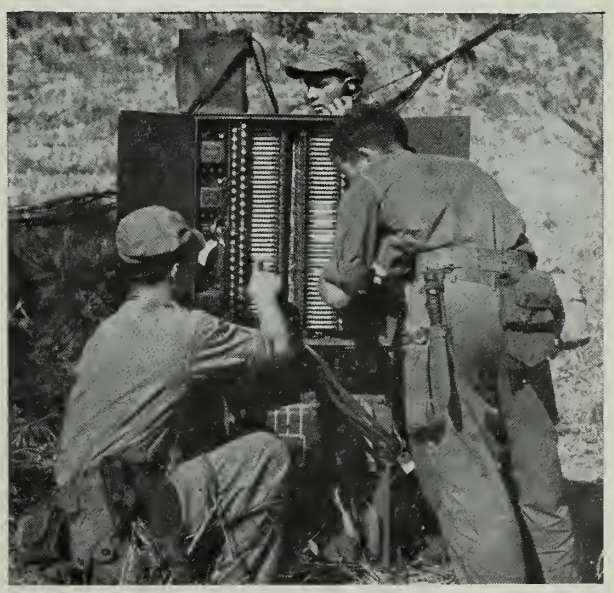
WEAVING landing barges churn shoreward under mock battle conditions. Schools turn out men trained in all phases of modern amphibious warfare.

Quotas for Naval Amphibious Training Unit's schools are provided mainly from ships and activities of the Amphibious Force. However, the Intelligence and Gunfire Support schools draw their students from Navy, Army, Air Force and Marine units. Graduates from the schools are normally returned to their assigned commands. Certain graduates of the Gunfire Support School are ordered to Marine or Army commands.

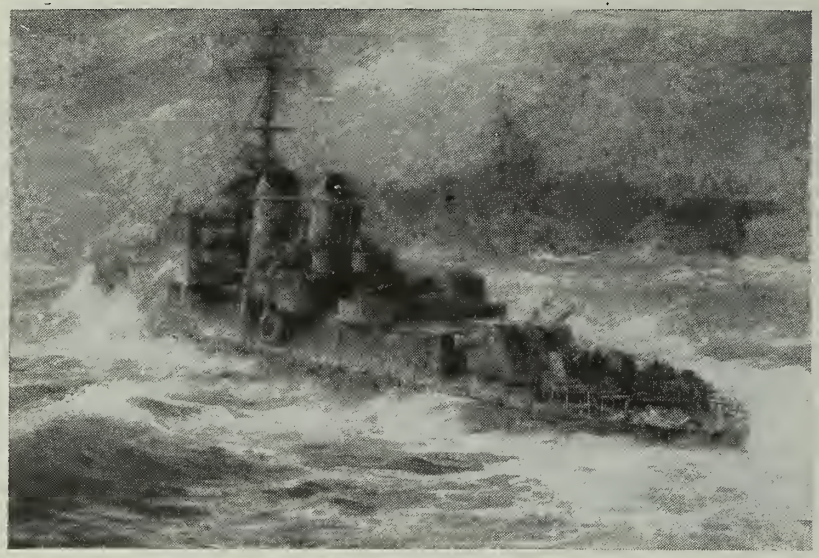
The Troop Training Unit has set-up a four-phase training plan for amphibious troops.

During the first phase of the training officers attend indoctrination classes to furnish them with a general background of amphibious operations, while enlisted men are instructed in the individual jobs they will be re-





VITAL to amphibious warfare, photo interpretation (left) and combat communications (right) are studied at schools.



SHOWING of 32 paintings of U.S. ships by Thomas C. Skinner includes this impression of *Charles R. Ware* pounding through heavy seas off Cuba.

Paintings of U.S. Ships on Exhibit in Norfolk

Thirty-two paintings of U. S. Navy ships were included in an exhibition of marine murals and paintings by artist Thomas C. Skinner in the Mariners' Museum at Newport News, Va.

Concentrating mainly on contemporary subjects, the exhibition also included a starboard quarter view of USS *Constitution*, painted on its 150th anniversary, and a depiction of the battle in 1862 between USS *Monitor* and the Confederate ironclad *Merrimac*.

More recent Navy subjects included one or more views of the carrier *Ranger* (CV 4), *Enterprise* (CV 6), *Yorktown* (CV 5), *Hornet* (CV 8), *Boxer* (CV 21), *Midway* (CVB 41). *Leyte* (CV 32) and *Coral Sea* (CVB 43).

Cruisers depicted were *Portsmouth* (CL 102), *Boise* (CL 47), *St. Louis* (CL 49) and *Augusta* (CA 31). Several views of USS *Missouri* (BB 63) were shown.

One painting depicted the cruisers *Macon* and *Columbia*, LSD *Donner* and accompanying destroyers at anchor off Gibraltar.

Artist Skinner is a member of the museum staff. In all, 66 murals and paintings of marine and sea life were exhibited.



EARLY morning view of *Enterprise* (CV 6) during final preparations for builder's run is also on exhibit at the Mariner's Museum in Norfolk, Va.

quired to perform before, during and after the landing. This phase includes instruction in such subjects as organization of boat teams, identification of naval vessels, landing craft and the handling, lashing and loading of equipment.

Phase two of the troop training covers instruction for officer and enlisted specialists in their respective specialties. Specialists' courses are offered in amphibious reconnaissance, intelligence, supporting arms (air, artillery and naval gunfire support), communications, transport quartermaster, waterproofing, logistics, staff planning and shore party functions. Infantry specialists began advanced basic training on such subjects as embarkation and debarkation techniques, rubber boat handling and combat swimming.

The third phase of training is devoted to battalion landing team exercises on the beach from landing craft and the employment of troops in amphibious beach assaults.

In the final phase of training the troops apply the knowledge gained from the first three phases by practical demonstration. The troops are loaded on ships, steam to the "combat area" and carry out an attack against an "enemy" beach in a simulated maneuver. Enroute to the scene of operations the men are instructed in shipboard life, ship drills and the manning of debarkation stations.

The final assault against the "enemy" held beach involves the landing of all troops, equipment and supplies, supported by naval gunfire, and bombardment and strafing.

In addition to making certain that equipment is loaded on board amphibious ships in reverse order so that the material to be used first goes on board last, maximum use must be made of every foot of ship-space available. Combat loading personnel must be able to stow tons of material on board ships in such a manner that no space is wasted, yet in the proper order for unloading. The Transport Quartermaster School teaches them how it can be done.

Enemy beaches are often cluttered with underwater obstacles such as mines and sharpened steel rods designed to rip holes in or capsize boats. Naval Combat Demolition Units are trained at the Amphibious Training Command how to destroy these obstructions and clear the path for landing craft and heavy equipment.—J. B. Smith, JOC, USN.

AIRLIFT GETS NAVY LIFT



TWO Navy MATS squadrons, VR-6 and VR-8, have joined the famous Berlin airlift and are now operating 25 R5Ds out of the Rhein Main Air Force Base near Frankfort.

A Navy R5D (above) turns into take off position for the flight to Tempelhof Airport in Berlin while another, in the foreground, and an Air Force C-54 await their turn.

Between engine checks a group of ground crewmen thaw out around an open-air stove (right).

Crew members check out 'chutes and other equipment before the hop to Berlin (lower right).

Unloading is done so quickly that crews must remain in the vicinity of their planes. Mobile lunch wagons (lower left) bring out chow.









SNOWSTORM whirls around cameramen shooting movies on *Saipan's* flight deck (above). Right: Helicopter pilots examine their cold weather gear.





BOW LINES are cast off. *Saipan* is underway on her mercy mission (above). Below: Crew members wash ice from the flight deck and superstructure.



CVL Battles

THE Navy again showed its readiness and willingness to go to the aid of those in distress when the light aircraft carrier USS *Saipan* (CVL 48) was dispatched to Greenland for Operation ICECAP.

Saipan departed from Norfolk, Va., and steamed for northern waters with equipment on board necessary to perform the perilous task of picking the marooned Air Force fliers from the Greenland icecap.

Heavy seas and rough weather battered the light carrier when it reached North Atlantic waters.

The ship's radio antennae were





Cold Weather

damaged seriously by the high winds. Fortunately, a CNO mobile communications team was on board and all civilian news releases were funneled to the waiting world through the unit's sending set.

The rescue was effected while *Saipan* was en route, and the ship was ordered to return. The officers and enlisted men of the vessel received commendations and thanks from high ranking military and civilian officials for their efficiency and whole-hearted effort in the mercy mission.

Story and photos for ALL HANDS *by R. G. Sargent, JOC,* USN.





SCRAPING ice from the flight deck, crew readies *Saipan* for launching aircraft (above and below). Center below: Crew stows away its Christmas chow.





HIGHLIGHTS OF

SOME TIME during the midwatch when you're all alone with your thoughts looking out across a dark and silent sea, take a little time out to think about lighthouses.

As a literal truth, these unrewarded sentinels are the light of your life. You probably don't have to be reminded, when you think about it, that without their reassuring beam you'd spend many an anxious moment peering into the darkness for rocks and shoals which in most instances you'd never see anyway, until it was too late.

So many are the dangers of the sea that, for instance, the approach to New York harbor is marked by 14 lighthouses, with assistance from two lightships, seven fog signals and countless numbers of buoys and minor lights.

That friendly beam through the night is constantly tended by a keeper who leads a lonely, largely uneventful life. Many are the anecdotes surrounding the keeper's devotion to duty and the seldom varying routine of his life.

One story concerns an old gentleman who had been on the job continuously for 20 years, during which time a gun went off at regular intervals as a warning to ships.

Every 10 minutes, night and day, the gun fired, but the old man paid no attention and hardly seemed to hear it. One night during the 20th year on the job, while the man was sleeping, the gun failed to fire.

The old gentleman jumped out of bed in quivering alarm and cried out: "What was that?"

The incident supposedly happened at this country's first night beacon, the famous Boston light station, which also possessed the first fog signal in the U.S.—a cannon placed near the station.

Whether or not the story is true, there continue to be lighthouses, fog signals—and lighthouse keepers. The uncertain darkness of night, the forbidding gloom of fog or the impenetrable opaqueness of lashing gales always have increased the perils of ocean travel. In these modern days of radar, loran and other electronic aids to sea navigation, dependence on the familiar lighthouse may be underestimated.

Intertwined with the entire history of ocean navigation —and consequently that of the Navy—is the story of the part played by these tall, stately mono-eyed towers. From colonial times to the present, American ships have relied on these towering structures for guidance.

Despite vast scientific developments in electronics, the lighthouse for years to come will remain one of the integral aids to navigation. Even though a navigator may rely on radar or loran at sea, the last leg of his journey—approach and entrance into a harbor—will be guided by a lighthouse and its fellow-aids, such as buoys.

Lighthouses thus are augmented, rather than replaced, by guides such as the radio beacon. Most primary lights now are equipped with radio beacon-sending stations, thus increasing their usefulness.

The present American system of navigational aids grew out of a dozen lighthouses ceded to the new Federal government by the colonies, including the Boston Light. The latter was built in 1716 on one of the Brewster Islands in Boston harbor.

Boston Light, first to be erected in the U.S., today remains a monument to the pioneer Americans who right-

fully regarded shipping so vital to survival of the colonies. It was the forerunner of today's more than 36,000 aids to marine navigation along the nation's 40,000 miles of seacoast.

From the rocky Maine coast to the treacherous reefs of Florida, picturesque lighthouses dot the shoreline. Each light has a history testifying to the ingenuity and farsightedness of colonial Americans. Many were the historical naval engagements fought in sight of lighthouses during struggling years of young America.

At least one sea battle, during the War of 1812, was complacently witnessed by Boston Light—an engagement out of which came a historical quotation by an American naval officer. It was the afternoon of 1 June 1813, with the American frigate *Chesapeake* passing the light at 1300.

Chesapeake, with a crew of 379 men and carrying 52 guns, was commanded by Capt. James Lawrence who quickly had the vessel standing out at sea to meet the British warship *Shannon*. Fifteen minutes later *Chesapeake* was taken captive. Capt. Lawrence lay mortally wounded. As he was carried below deck, he cried:

"Don't give up the ship."

The Navy early entered the picture in establishment of the nation's "traffic lights" for waterways when in 1837 Congress stipulated that a Board of Navy Commissioners first must examine several proposed lighthouses. The board was to report the facts to Congress in cases where "navigation is so inconsiderable as not to justify the proposed works."



ROBBINS REEF lighthouse marks shoal water on the west side of main channel to the New York City docks. Manhattan's skyline can be seen in background.

The following year construction on 31 lighthouses was deferred following inspection and recommendations by naval officers. Two naval officers were dispatched to Europe in 1845 by the Secretary of the Treasury to study European systems of lighthouses. Until then the Treasury secretary was charged with administering the lighthouse service.

Six years passed before a general investigative board was appointed to study the over-all lighthouse problem. The board's recommendation led to the creation in 1852 of the Lighthouse Board which administered the work for 58 years.

On this board were two Navy officers, two of the Army Engineer Corps and two civilian scientists. A naval officer was named secretary. President of the board was the Secretary of the Treasury.

Intervening years have seen tremendous progress and developments. Whale, colza and lard oils were the principal sources of illumination for nearly 150 years. This was followed by a period during which kerosene generally was used. In 1916 electricity supplanted previous illuminants. The first tower so wired was at Sandy Hook, N. J., in 1888.

Candle power is the unit of illumination. The famous Eddystone light of England was illuminated by 24 candles of standard size until 1811. Radiance of light was magnified by lenses of varying shapes.

Progress has been greater with the use of electricity in lighthouses. Today, electric lamps inside the larger lenses can produce beams up to 25,000,000 candlepower. At least 23 of the 100 major light aids of today of over 200,000 candlepower are over 1,000,000 candlepower.

Costly French-made lenses installed in the Navesink Lighthouse, N. J., marking approaches to New York



EMERGENCY kerosene lamp is kept in the tower at all times ready for instant use 'should the light fail.'



OLD STYLE lenses have been retired from general use since introduction of electricity and modern designs.



MATHIAS POINT lighthouse in the Potomac River, typical of many protecting our inland shipping lanes, is evacuated because of extreme icing conditions.

harbor, made it the most powerful in the U. S. The light is capable of generating 25,000,000 candlepower.

Navesink's flashes were visible from 22 miles and they had been detected a distance of 70 miles at sea. Eventually, the illumination was reduced to 9.000.000 candles.

Most powerful light at the present time is at Hillsboro Inlet, Florida, with a candlepower of 5,500,000. Running a close second is the Liston Range in Delaware Bay, 5,000,000 candlepower. Dominant beacon, however, along the North Atlantic shore is the 1,000,000-candlepower Cape Cod Light.

With a candlepower of 2,200,000, the Farallon Light in California is the most powerful along the Pacific coast. Farther out in the Pacific, however, at Molokai in Hawaii is a light having a radiance of 2,500,000.

During the war lighting power was reduced at most stations but has since been restored to their prewar brilliance.

Where at one time most lights were steady, they now are characterized by definite series of flashes and occultations. These beacons utilize revolving lantern lens with flash panels, giving to the light a definite pattern to make it easily recognizable by the navigator.

Until the introduction of the electric motor, early lightkeepers wound heavy weights to a clockwork device to revolve the lens. To reduce friction of lenses which might weigh many tons, a mercury float is used. Electrical power for the lights and various other mechanisms is obtained from commercial sources when available. In isolated locations, individual generators are operated.

To achieve maximum visibility, height is required to compensate for the earth's curvature. Perhaps the basic difference between light towers on the Atlantic and Pacific coasts is that those along the former are taller. Those on the Pacific coastline need not be towering since natural heights of bluffs are sometimes more than adequate.

Tallest beacon is the brick Cape Charles Lighthouse in Virginia which is 191 feet above ground. Next is the one at Pensacola on the coast of Florida towering 171 feet, while the Cape Hatteras Lighthouse, soon to be re-established, towers almost 200 feet. Elevation from sea level of Cape Mendocino Light on the California coast, is 422 feet.

Establishment of lighthouses during their initial history was fraught with many dangers and uncertainties, particularly along the Atlantic seacoast and Gulf areas. Rugged characteristics of the coast, inaccessible rocks on which many of the towers were constructed, tempestuous storms, war—and even Indian raids contributed to these early difficulties.

Human sacrifice punctuated the formative creation of the system. A number of keepers—and their families—perished in disasters. Such losses resulted from heavy seas undermining towers or rough weather capsizing their boats while going to the rescue of drowning seamen or to the mainland for supplies. The following, however, has been narrated of an Indian attack on the Cape Florida



PORTLAND HEAD light, established in 1791, is one of most the famous in the country. It guards the entrance to the busy harbor of Portland, Maine.

Lighthouse in Biscayne Bay which was partially burned in 1836 during the Seminole War—an undeclared fracas in which sailors were pressed into service to chase Indians from Florida.

The head keeper had been warned of the anticipated attack, leaving the tower in charge of an assistant with a helper while he evacuated his family to safety. The assistant and his aide barricaded themselves in the tower. At the approach of the Indians they took refuge in the watch room. With the keepers firing from above the Indians were prevented from advancing.

Setting fire to dry wood piled at the base of the tower, the Indians carried out a watchful waiting program. With the tower acting as a chimney, the keeper and his assistant scrambled to the balcony, crawling flat on their faces. After the fire had burned out and everything became quiet, the assistant peered over the balcony and was mortally shot. The keeper, also wounded, suffered from thirst as he lay in the tropical sun. His hope had about given up when a Navy cutter drove away the Indians and rescued the man.

Difficulties on the Pacific Coast, however, were less severe although encroachment of Indians became a menace. But this "menace" principally came from friendly tribes who used the Flattery Light island in Washington as a fishing and whaling station. The keepers reported that the Indians called the whites "Bostons." They submitted their resignations because of these "annoyances." Why they resented being called "Bostons" is not explained.

Hazards of early lighthouse keeping have been reduced. Under the administration of the Coast Guard, enlisted men and civilians now man at least 450 light stations. Depending upon the location of a station facilities are provided for the keepers. In more isolated places, bachelor quarters are supplied for a crew.

When the Coast Guard assumed complete control of the lighthouse service in 1939, stations were maintained by civilian civil service employees. They were given the opportunity to enlist in the Coast Guard with ratings equivalent or higher than their civil service status. As a result stations now are manned by a mixture of Coast Guard personnel and civilians. During the war when the Coast Guard was placed under Navy jurisdiction, it continued to administer the lighthouse service.—Ed Velarde, JO1, USN.

Navy Flies Mercy Mission to Starving Animals

If a ship gets in distress and radios for help, the Navy responds immediately. Such was the case (but extraordinarily so) of ss *Swarthmore Victory*, a virtual ark loaded with animals destined for American zoos. The vessel was in distress all right, but not because of a stormy sea or mechanical troubles.

Swarthmore Victory's message reported that its cargo objected to being on a lean diet, and was systematically kicking the ship to pieces. Heading the living cargo were eight mutinous baby elephants who had been subsisting on quarter rations and didn't like it.

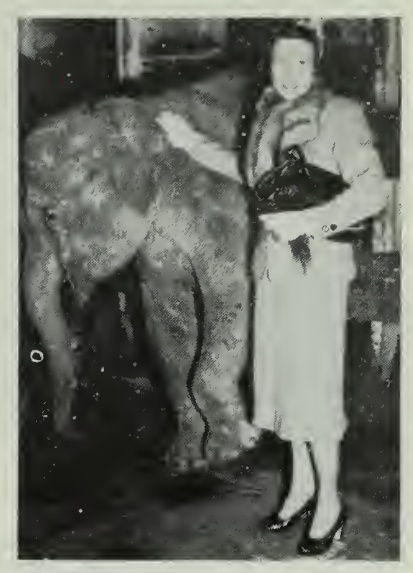
Other animal passengers — the monkeys, bears and cats—took up acoustical objection. Exotic birds squawked unexotically. Only the snakes were silent.

And so it was that with the ship more than 1,100 miles from San Francisco, the distress message was relayed to the Navy. With Washington's approval the mercy mission was carried out by the Navy's giant flying boat *Marshall Mars*.

The Navy had the only flying haywagon big enough in the Pacific to carry succor to the hay burners. Not only was the Navy willing to take the job, but was elated over the prospect. It meant learning some angles in delivering bulk cargo by air to ships at sea—never done heretofore.



CANNED WORMS for hungry tropical birds on board *Swarthmore Victory* are held by Chief P. Sojda.



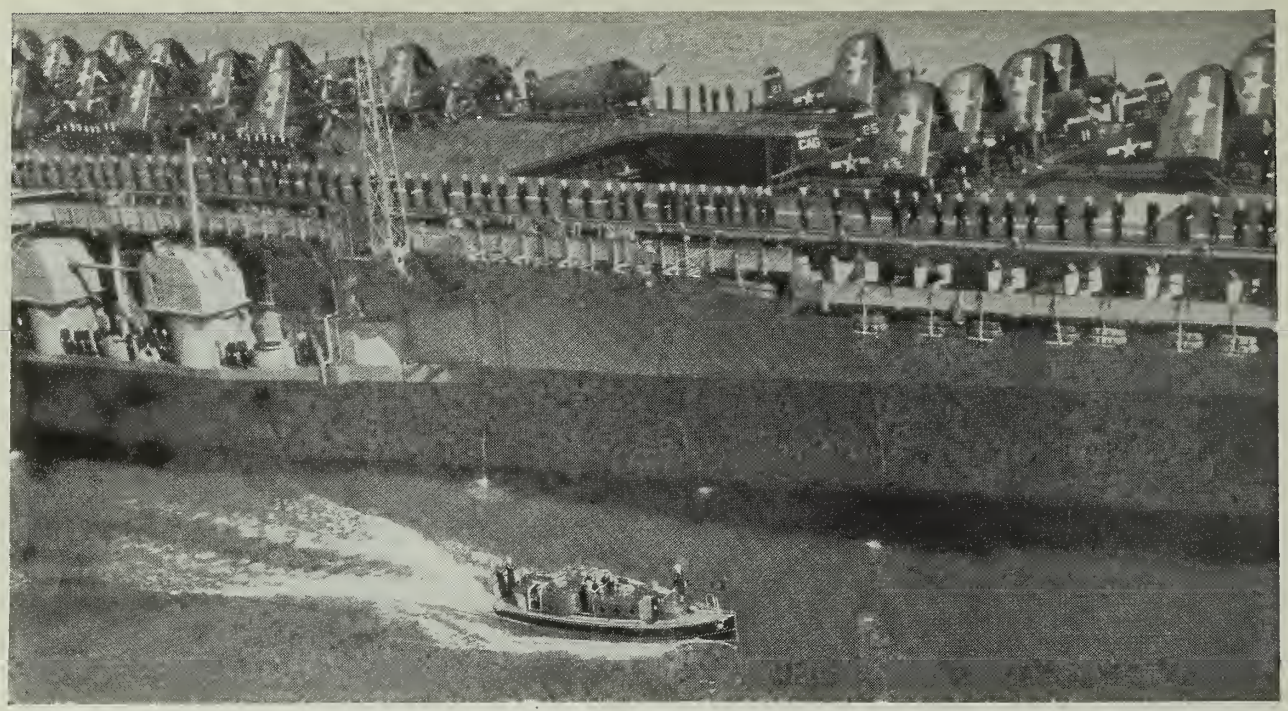
UNEASY pat is given baby elephant named in her honor by Mrs. James Lang, wife of the CO of VR-2.

With everything in readiness—including an added load of 20 newspaper reporters and photographers—the 83-ton flying boat took off from the Alameda Naval Air Station on San Francisco Bay. A little more than seven hours later the huge *Mars* sighted its target.

Maneuvering into position, the *Mars* commenced its unloading assignment at an altitude of 150 feet. The order of "Bales away!" was given and the first of 13 bundles was dropped. Thirteen runs in all the *Mars* made, taking about five minutes for the entire dropping process.

Crew members from *Swarthmore Victory* picked up the bundles from the sea, rowing to the ship where they were taken on board for the noise-making menagerie.

The animals and birds all were from Siam, destined for various zoos and tent shows in the United States. Enough food had been placed on board for the originally scheduled trip. A delay at Guam, however, cut down the supply and so the animal keeper put the menagerie on quarter rations. The ship had stopped at Guam to allow school children to view the animals. This delay hadn't been foreseen.



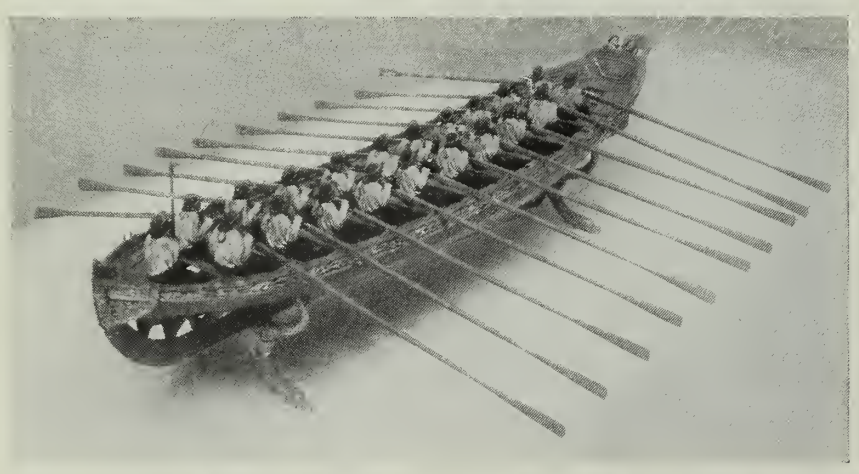
GLISTENING barge carries President Truman ashore following visit aboard super-carrier *USS Franklin D. Roosevelt.*

Barges: The Beauty Boats of the Fleet

THE DAYS of marlinspike seamanship when acrobatic sailors played tag in the shrouds may be consigned to a past era, but there is one phase of seamanship—boat handling—which still requires plenty of nautical know-how.

Few changes have occurred in the job required of boat crewmen down through the centuries. It took a lot of skill for 17th century boatmen to hold their boats steady in choppy seas and bring them alongside without scraping the paintwork. Modern seamen are required to demonstrate the same proficiency in handling their diesel-powered craft.

Aristocrats among Navy boatmen are the sailors assigned to the barges—the brass-trimmed, sleek boats assigned to transporting high ranking officers and dignitaries. Most of the men assigned these craft are hand-picked for their excellent seamanship. No soft touch, the job of operating these barges, making fancy work, scrubbing the paint and polishing the brightwork draws heavily on elbow grease and a variety of skills.



GOLD ornamentation on the bow and gunwales of the Royal Barge of King Charles of England is typical of the resplendent barges throughout history.

The care and devotion that goes into keeping a barge in top condition was exemplified before World War II, when Navy funds for upkeep were limited. Proud crew members often spent their own money for a better paint, a special wood wax, or a finer brightwork polish. Most of them took pride in the fact that fenders never touched the boat because skill in handling the barge made such precautions unnecessary.

Besides wielding paint brushes and cleaning gear, the crew of a barge must have a 4.0 knowledge of military courtesies, boat hails and boat flags. Boatmen of the early Navy rendered honors to the national anthem and colors by tossing oars. Today's bargemen do it with less strain by disengaging the clutch and saluting.

When a barge approaches a ship's gangway the bowhook must know how to communicate with the OOD in order to tell him who is on board. Finger signals, extended in sharp style, are the earmarks of a smart and well-trained crew.

Knowing when to fly the national ensign, the commission pennant, or the admiral's personal flag is impor-

tant to bargemen. The personal flag of an admiral consists of white stars (numbered according to rank) against a blue field. When an admiral is embarked in his barge and is not in uniform, a miniature of this flag is flown from a small staff near the coxswain's station. The national ensign, in this case, is not displayed. A commodore has a burgee pennant with one star while a captain of a vessel, regardless of rank, rates a commission pennant.

The flagstaff itself must be topped with the correct insigne. Boatmen must know whether the halberd for an admiral, the round gilt ball for a captain, or the flat truck for junior officers is to be used on a run. Similarly, the President of the United States has an eagle on his flagstaff while SecNav's boat wears a lance head above its flag.

Barges and their sailor crews have been a part of navies far back into the historical past. In 1634 Sir Walter Raleigh, the Great Navigator, wrote, "It was consulted when I had taken by barge and gone ashore that my ship would have set saile and left me there."

Sea-farers of the 17th century, however, were not too familiar with the term "barge." A conversation recorded between an English admiral and a captain in which the former asks, "Whate bote is that which you call barge?" resulted in the skipper replying, "They serve for State and Ease to carry Generall-Admirals. Only to them, in peculiar, beyond which the other botes have are Bales and Tilts, and their seats trimmed with carpets and cushions." Although the modern barge is a far cry from the one mentioned, the canopy (Bales and Tilts) and furnishings are hand-me-downs.

Barges have been used by royalty and statesmen since the days of Cleopatra. The gold and silver boat of the Egyptian queen described by Shakespeare caught the fancy of many rulers.

The Royal Barge of King Charles, slicing up the Thames in the 17th century was eye-appealing to the spectators lining the banks, but to the 20 oarsmen it probably wasn't much fun. Dressed in blue pants, white shirts and black jockey caps with red ribbons, the bargees must have earned their tea and crumpets by pulling the 54-foot gilt-covered boat wherever the blue-bloods directed.

Most heads of states have a resplendent barge for their use. The barge of the President of the United States is similar to an admiral's barge in most respects, the most noticeable difference being the maroon canopy replacing the white of the military. The bow of the black hull is ornamented with an eagle surrounded by a circle of stars.

An eye-catcher in any port is the Admiral's barge, resplendent in its white canopy, black hull, fancy work, and dress lines neatly flemished on its oak deck. The 40-foot deck, studded with brass kneerails, taffrails, and wind scoops which ventilate the 30 passenger cabin, contributes greatly to the "eye-catch." Add to this the power of its diesel engine pushing it along at 15 knots with the sun glinting on the white canopy and brightwork on its deck and it's easy to understand why the barge is tagged, "Beauty Boat of the Fleet."—Neil N. Levitt, JO3, USN.



CLOCK is presented to club in Bizerte by O. J. Chatelain, MMC, in behalf of *Grand Canyon's* crew.

Bizerte Club Is Opened To U. S. Ship's Personnel

Facilities of the French civil service personnel club in Bizerte, Tunisia, were turned over to personnel of USS *Grand Canyon* and accompanying vessels during a visit to that port.

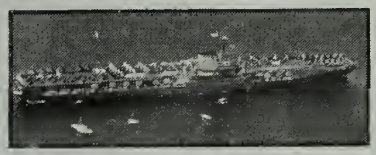
Enlisted personnel on liberty from the U. S. ships found French hospitality at its best at the club.

Before departing from the port, members of the recreation committee from *Grand Canyon* (AD 28) presented a wall clock in appreciation of the cooperation extended to Navy personnel.

QUIZ AWEIGH

The questions this month are mostly about current events in our Navy. If you've been reading the news you'll know the answers. Mark your score with the scale below. If you can hit a mark above 2.5 consider yourself a good sailor.

7 Right....4.0	3 Right....2.0
6 Right....3.5	2 Right....1.5
5 Right....3.0	1 Right....1.0
4 Right....2.5	0 Right....0.0



1. The super-carrier above, one of the Navy's best, is naw on duty in the (a) Pacific (b) Mediterranean (c) Atlantic.

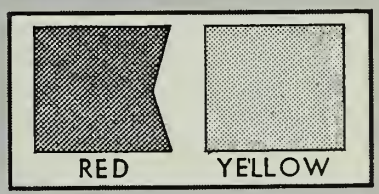
2. If yau looked closely at the number an the stack you wauld know that the name of this ship is (a) *Kearsarge* (b) *Vanguard* (c) *Franklin D. Raosevelt.*



3. The Navy detailed six airplanes like the one above on a photamapping mission to (a) Alaska (b) California (c) Panama.

4. A second look at the plane will reveal that it is (a) P2V (b) XF1 (c) F80.

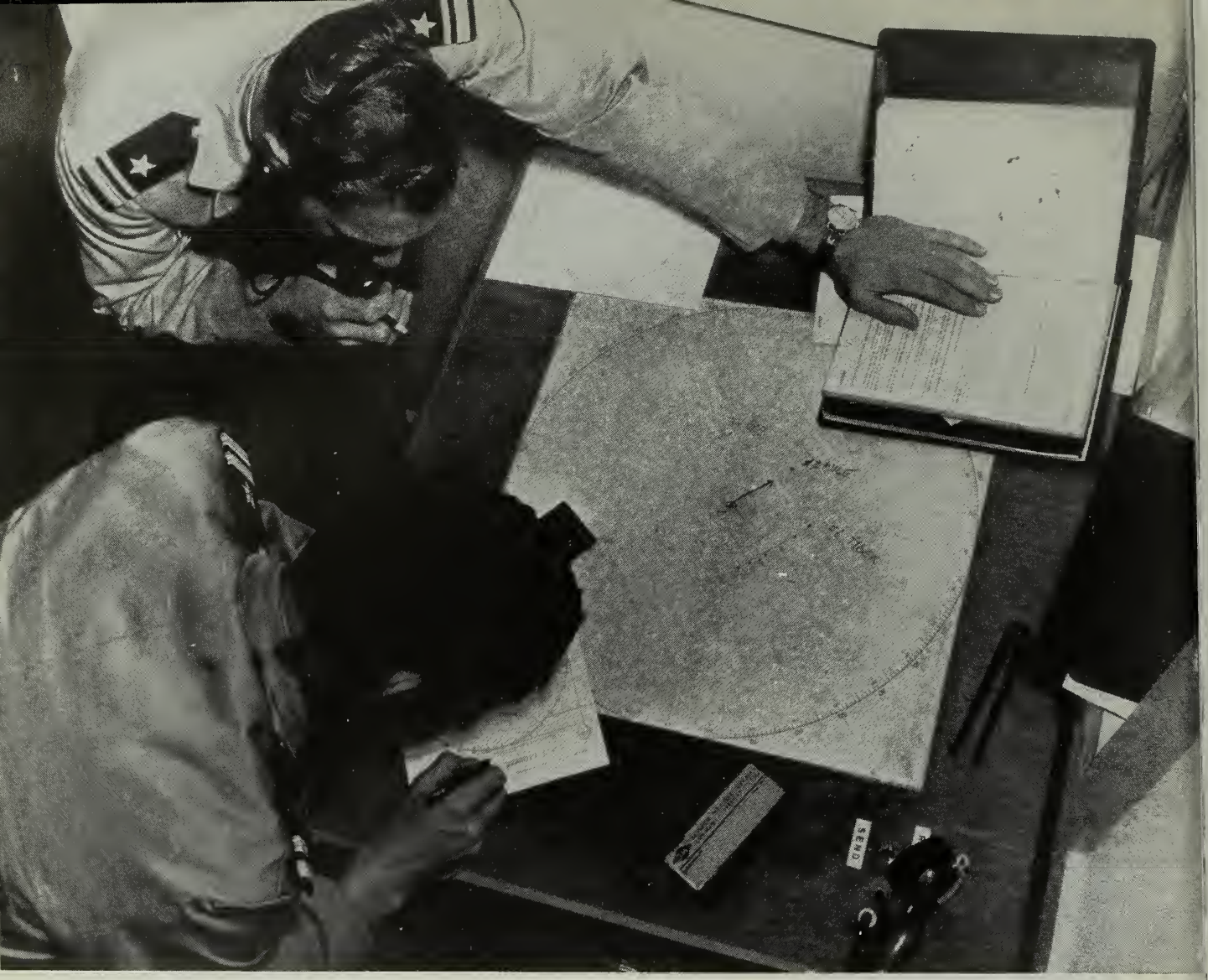
5. The nickname af this type ship is (a) Neptune (b) Shoating Star (c) Skyknight.



6. Every sailor in every rate must be familiar with Navy flags. Shown above are two af the most commonly used flags in the Navy. The one on the left is (a) afirm (b) baker (c) charlie.

7. The ane on the right is (a) roger (b) sugar (c) queen.

ANSWERS TO QUIZ ON PAGE 53



MOCK-UPS representing CICs of anti-submarine warfare vessels are used to develop capable Naval Reserve force.

Reserve Launches CIC Training Program

IF MODERN warfare ever reaches the push button stage, the button pushers on Navy ships will have a direct wire maintaining constant contact with the same compartment on each vessel—the CIC.

This pulsating brain—half mechanical and half human—and a major part of the ship's nerve system, is the combat information center. Practically every vessel, from a battleship down to an LST uses CIC in wartime. Without it a warship would be in the same difficulties as a half blinded boxer, always open to attack and incapable of taking the offensive.

CIC coordinates all kinds of information about an enemy force, plots it, digests it, and then puts this information to use, so that you can do battle with an enemy still beyond the horizon.

To supplement the peacetime force of CIC officers and enlisted men who gather information from a maze of machinery as complicated as any concentrated in one spot, the Navy has set up a broad training program which is still in its infancy, but aimed to provide a capable Naval Reserve force of CIC teams for periods of emergency mobilization.

The Reserve CIC training program is one of the basic subdivisions of the Navy's electronic warfare component.

Setting the Reserve CIC in operation, a huge installation program is planned, calling for the establishment of 25 advanced and nearly 300 basic installations. The advanced CIC Reserve activities, which will be modeled after a pilot plant completed several months ago, will be capable of simulating real sea battles, using both actual equipment or synthetic training devices.

Here, for example, is a typical problem faced by the CIC teams in World War II.

Your ship is a member of a task force out in the Pacific. Twenty hours ago your patrol planes contacted a sizable enemy fleet. Now you are coming in for the close-up battle. Carriers of both forces have launched their fighter and bomber planes. The battle, which has been something remote to your ship, now rages nearby.

The problems that confront the captain of your ship keep mounting.

He's been receiving reports and orders over the radio circuits, or by visual communication, from the flag ship and other members of your force.

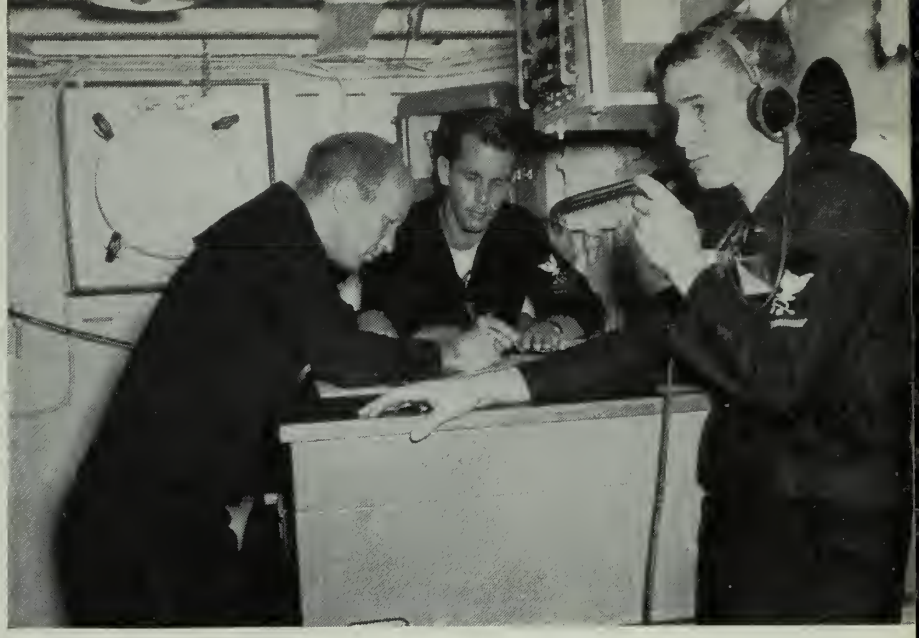
While radar scopes are ranging the surface and the air, the sonar gear is keeping tabs of what is going on beneath the surface.

Reconnaissance and intercept planes have also been sending in reports. Your skipper must be able to identify those planes as friendly, and also the enemy planes. Not only that, but the bearing, range, speed and target angles for dozens of ships and hundreds of aircraft of the enemy must be known at all times.

Inside of a couple of hours you will have accumulated enough reports, orders, and mathematical computations to fill a good-sized book. How does your skipper digest all this data?

That's where the combat information center comes in. With the aid of the CIC team and the equipment it uses he can sift out the vital information and issue orders with the speed required of modern warfare.

CIC is still developing and becoming more complex in nature to direct and meet the attack of new types of weapons. Some examples of these trends in CIC are the introduction of complex automatic devices for plotting information by radars and radio data transmission means from other sources such as vessels and aircraft, enabling CIC to provide an automatic display of battle information or any particular phase of it, for commanding officers.



PLOTTING TEAM drills in CIC of a Reserve training ship. This is the most important station in conducting a coordinated 'creeping' anti-sub attack.

It will designate targets to particular batteries to take under fire. It will integrate its functions with ASW in hunter-killer vessels, and will direct our own aircraft.

Reservists will make up the major part of the Navy's CIC personnel in time of war, and the peacetime training program is designed to fit the needs of the service, within the limits of equipment and space.

CIC personnel aboard ships at war vary from 10 persons on small amphibious vessels to about 50 on a large carrier. They include officers with CIC classifications and enlisted men who must be trained in plotting, operating equipment, receiving and transmitting all types of communications.

Familiarization with the function and problems of CIC is also required of gunnery liaison officers, anti-aircraft coordinators, communication and deck watch officers.

CIC Reserve officers will be trained in basic skills for assignment to the various types of Navy ships. On a lesser scale Reserve officers in related jobs will receive familiarization training in CIC.

Enlisted personnel are trained to perform particular types of duty in CIC billets, such as plotter, operator or talker, and for their in-rate duties aboard ships of the fleet. Among enlisted personnel to be trained are radarmen, radiomen, certain signalmen and communications yeomen, and, in cases where sonar is used, sonarmen.

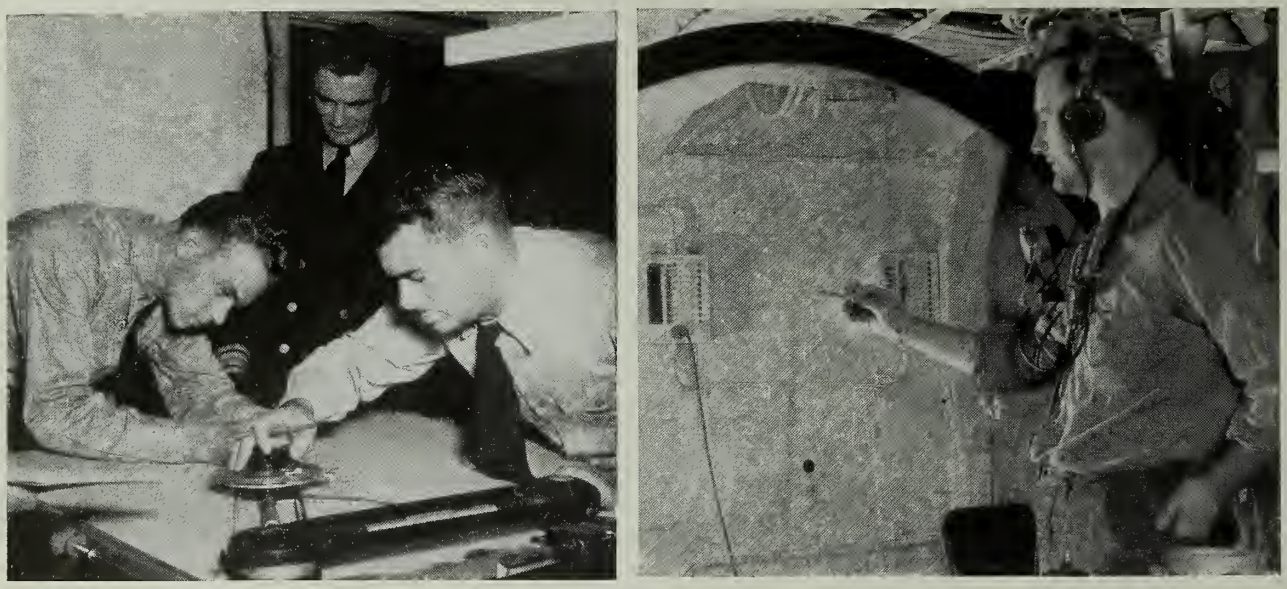
Operating and maintaining this equipment will be the enlisted technicians in all fields of electronics, another branch of the electronics warfare program.

The Reserve CIC program had its inception in December 1945 when the Chief of Naval Operations made provisions for the training of personnel in Naval Reserve training centers. Most of the NRTCs at the time were still to be built, but the program called for eventual installation of skeleton CIC mock-ups sufficient to provide basic training.

The broad plan today provides for two general types of Reserve CIC installations. Advanced CIC facilities are to be installed at strategically



ELECTRO-MECHANICAL devices are used to train Reserve personnel in the correct operation of sonar equipment and current anti-sub attack procedures.



SIMULATED attack is plotted on dead reckoning tracer (left). Right: Data is recorded on the vertical plotting board.

located naval activities or air bases in each continental naval district.

Basic CIC equipment has already been set up in 50 centers and in approximately 25 of these training of CIC teams is in operation.

Model for the advanced installations is the pilot plant completed last May at the Naval Gun Factory, Washington, D.C., established to study the numerous problems and iron them out before general installations could begin.

The pilot CIC room follows closely a shipboard combat information center, even to the indirect lighting, the color of wall paint, voice recorders and sound powered circuits.

Air search and surface search radar, as well as IFF equipment provide for comprehensive classroom instruction in radar. Maneuvering boards and dead reckoning tracers (DRTs) are used in setting up synthetic and simulated navigation problems.

To provide in shore training the same situations that would arise in the problems of air operations and air defense, the center includes a "multiple synthetic target generator," radar repeaters, plotting equipment and status boards indicating the stages of aerial battles.

Live radio communication with assigned planes is possible, giving trainees practice in the study of voice procedures and special vocabularies.

Advanced training in anti-submarine warfare is also integrated with the CIC training in this type of center. Synthetic devices and mock-ups make possible the presentation of such problems as multi-air control exercises, search and rescue coordination, shore bombardment, torpedo attacks, anti-aircraft liaison and guided missiles problems.

An observer's gallery was set up at the CIC pilot plant at the Naval Gun Factory to permit members not actively engaged in CIC to observe and understudy CIC team members functioning during a particular problem.

Six months ago NRTC Kenosha, Wisc., which has installed one of the first basic combat information centers, began a series of two-day indoctrination courses. Established as part of the ninth naval district's electronic warfare program, the courses are geared for both officers and men. By the middle of this year all of the 96 NRTCs in the district will have sent representatives to attend the CIC course.



TRANSPARENT vertical chart allows several men to work simultaneously recording vital incoming information.

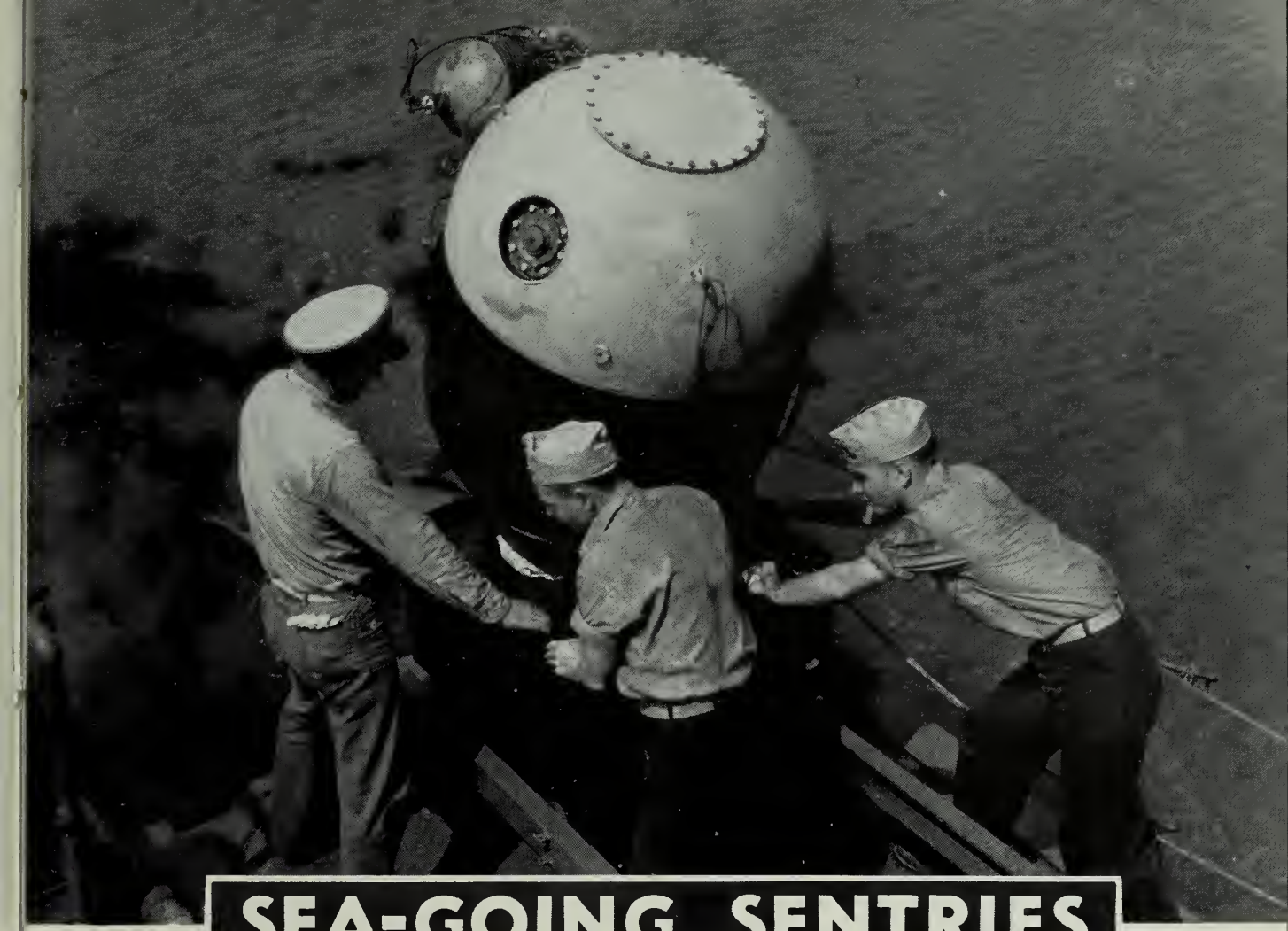
A CIC curriculum and various training aids are being prepared for the basic centers. Instruction material includes outlines of topics, worksheets, lesson plans, problems and training devices. The basic training is similar to but less extensive than the advanced courses, utilizing types of equipment which can be adapted to local facilities without too great expense.

Ships afloat will also participate in the Reserve CIC program, insuring that personnel on annual training will receive concentrated training with ships' CIC teams.

Two complete combat information centers of the type used aboard a cruiser have been installed on a converted amphibious vessel, the E-LSM 445, for training of Reservists of Third naval district.

Regular naval schools, fleet training centers and naval air reserve facilities will be utilized, particularly for the annual training program. For example, the CIC Team Training Centers located at Boston, Mass., and San Diego, Calif., conduct two-week classes beginning on the first and third Monday of each month for Reservists, with work carried on throughout the year.

Although barely out of the planning stages, the Reserve CIC program is really beginning to roll. ⚓ ⚓



SEA-GOING SENTRIES

IT'S not atomic. Yet it is a potent weapon even though being one which in some form has been with the Navy for a long time. Such is the mine—that deadly piece of ordnance whose future in naval history is as certain as the serving of beans at Saturday's breakfast.

Mines are keeping pace with developments of other modern weapons of warfare. The men who maintain and assemble them, who lay and sweep mine fields, get training equipping them to be the nucleus for expansion in case of mobilization.

The continued need of mines in naval strategy is unquestioned, as attested by recent naval history. It must be remembered, moreover, that use of mines is a valuable supplement to more direct attack on enemy shipping—not a competitor.

If you think that your aircraft squadron, or your cruiser or amphibious team, or your submarine chalked up an impressive score during the war, take a gander at this:

In the Pacific alone, the Japanese lost almost 690,000 tons of shipping sunk and 1,600,000 tons damaged. All this loss was exacted by mines laid in enemy waters. If that doesn't impress you, maybe this will—in terms of ships the Japanese suffered nearly 400 ships mined.

Are you convinced? The Navy is. In fact it is so impressed with the potency of mines in bottling up enemy fleets that it has a school at Yorktown, Va., where selected enlisted men and officers undergo intensive material and operational training.

When the Navy's hero Admiral David Farragut issued his oft-quoted order, "Damn the torpedoes! Full speed ahead!" during the Mobile Bay action, he wasn't swearing at the "tin fish" we know today. He was cursing what corresponded to our present day mines. He had good reason to damn them for his leading ship, *Tecumseh*, had been sunk by one.

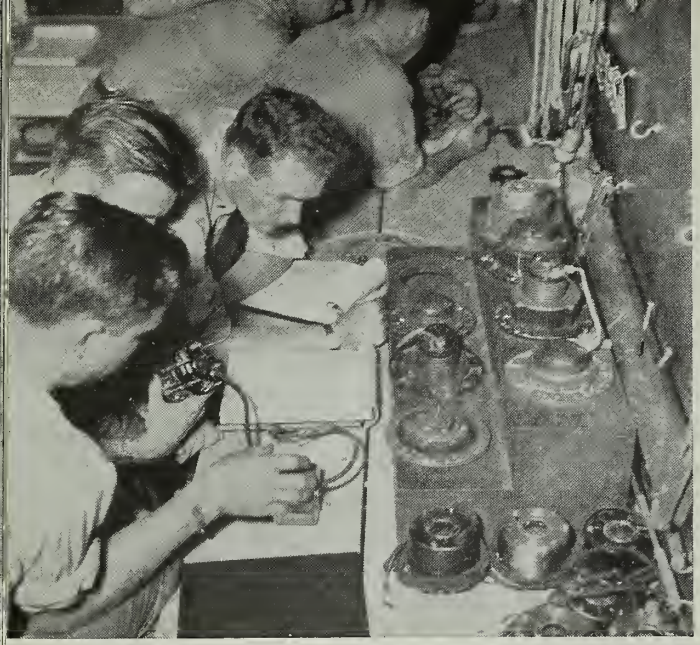
Where during the Civil War and the 1914-18 fracas the mine had been developed to the point of being an effective defensive weapon, World War II demonstrated its effectiveness as an offensive instrument as well.

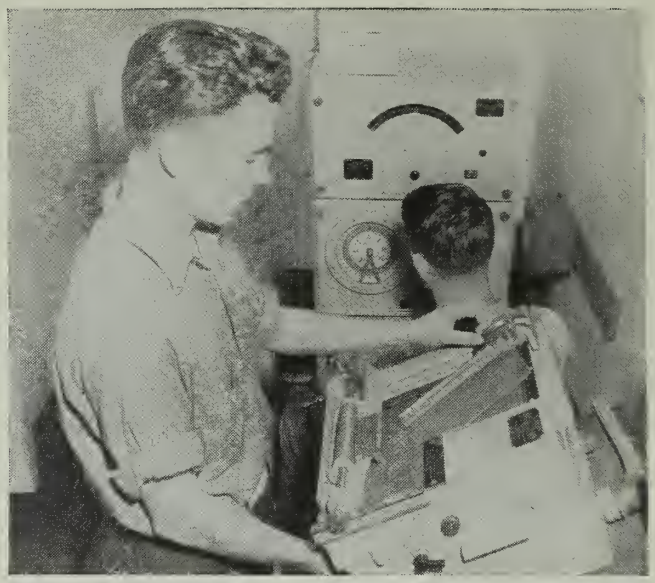
Mines hit a ship where she is most vulnerable—along her completely exposed hull below the water-line. They use the most advantageous approach, adding the pressure of water to their own explosive force.

The mine is a sea-going sentry. It lies undetected and even unsuspected on the bottom of the sea or well below the surface. At best, it can deny the enemy access to our waters or egress from his own. At a minimum, it hinders his progress and weakens his forces even in areas where the fleet cannot reach, or where it would be unhealthy to stay.

Unlike at least one of the three wise monkeys, the mine "hears" or

Mine Warfare Techniques For Present and Future Developed at Navy School





DELICATE mine mechanisms are studied (left) and anti-submarine gear operated (right) at Navy's mine warfare school.

"feels" the enemy. The magnetic mine of Hitler's Germany (the secret weapon number one until the V-2 bomb) accounted for thousands of tons of British shipping. Allied research and ingenuity turned it into a blessing for us, and incidentally, an oblique kick in the pants for Hirohito.

The Navy's scientists developed the influence-type of mines — acoustic, magnetic and combinations of the two. These types were returned to the enemy, particularly in the Pacific, by a route where it hurt the most. More than 21,000 mines of all types were laid in the Pacific alone.

At the same time we had to learn to protect our own shipping against the mines which the Germans and ourselves were developing. U. S. minecraft alone swept more than 2,000 mines in European waters and a similar number in American waters. In the Pacific we swept more than 9,000 mines during the war and have had to rid its waters of over 14,000 more since V-J Day.

Are you still unimpressed? If not, here's a point to consider—a handicap suffered by mines is that its results are not seen immediately and some times are never definitely known. In terms of results achieved as measured against the effort and men and equipment expended, the use of mines was the most economical—as shown by the record in the Pacific at least.

All this is the reason that in Yorktown, Va., the Navy conducts the U. S. Naval Schools, Mine Warfare. Commissioned in December 1940 (then known as U. S. Naval Mine Warfare School), the school before and since the war has justified its existence.

The school's mission is to train officers and men in offensive and defensive mine warfare. Its program is aimed, not only to the immediate peacetime needs of the Navy, but to the future when mobilization would require a nucleus of trained personnel. To accomplish this, students undergo material training in the assembly and maintenance of all types of mines, and operational training in laying and sweeping mine fields.

The Class A school provides a 16-weeks' course for selected, non-rated enlisted men. This gives them basic principles of mines and detailed working knowledge of their various components. Graduates, qualified for the rating of MN3 and MN2, may be assigned to minelayers, minesweepers, mine assembly bases or ammunition depots.

Applicants for the Class A school must have a combined GCT and arithmetic average of 100 or better. The course covers refresher studies in electricity, magnetism, simple electronics and acoustics. This is augmented with classroom courses in mine



POSITION buoys facilitate mine recovery. Students put classroom and lab work to the test by laying and sweeping unarmed mines in local waters.

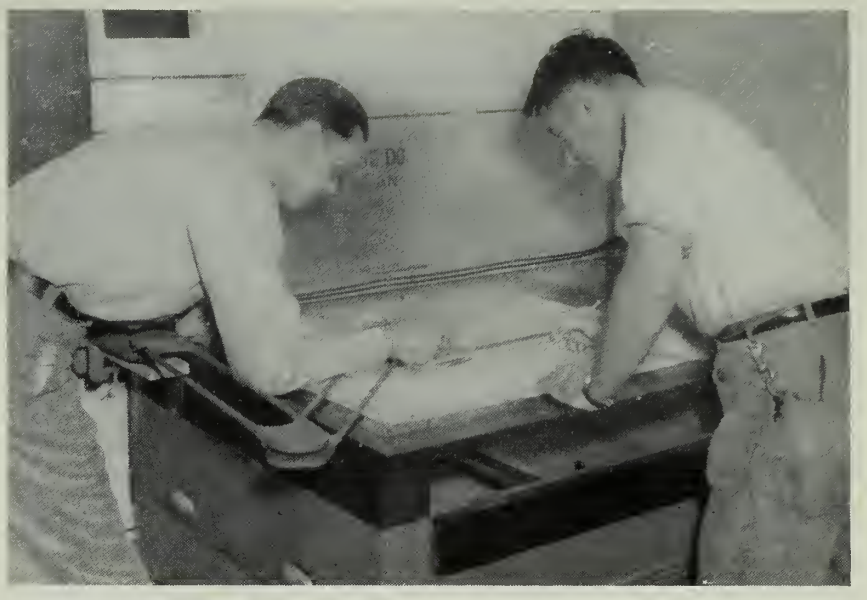
components and mechanisms. Theoretical and practical training in minesweeping is given in addition to laboratory work in the mechanical operation of mine components.

A second school—Class B—provides rated minemen eight weeks of advanced instruction for qualification as MN1 and MNC. Students are given theoretical and practical training in advanced mine electronics necessary for testing, adjusting and assembling mines. When they've successfully passed the course, the men are qualified to "service" any type of mine.

Restricted rating groups are given instruction in the Class C school whose sessions vary from seven to 13 weeks. Men holding ratings as EM or BM get specialized minesweeping instruction. They learn to maintain and operate all types of minesweeping equipment. Aviation and submarine personnel are given specialized mine servicing training, paralleling that of the Class B school, but with particular emphasis on the needs of their branches.

All phases of mine warfare, including mine-laying, mine-sweeping, tactical planning, and operational use of mines are given officer trainees. Submarine and aviation officers get specialized training.

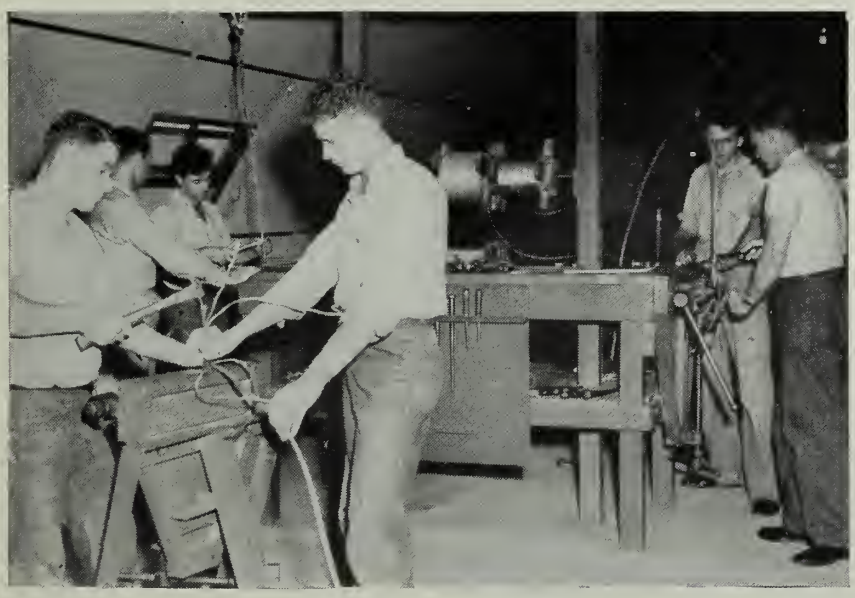
Classroom and laboratory work receive their practical test in operational exercises held in waters of the York river and Chesapeake Bay. Student officers take over the training ships, actually laying and sweeping mines. Of course the mines never "blow up," but the instructor sometimes does.



TACTICAL planning and operational use of mines are important parts of the course. Trainees (above) work out intricate problem on a plotting table.

Since its first class convened on 6 Jan 1941, the school has graduated more than 13,000 officers and enlisted men—all trained in various phases of mine warfare. Graduates served in mine depots throughout the Pacific, Australia, India and China during the war.

Aside from American sailors, the school's graduates include U. S. Army, Air Force and Marine Corps personnel. In addition to these, graduates number selected members of the British, Turkish and Peruvian navies. Many of its regular Navy graduates have returned as instructors. Since the first part of 1947 more than 200 Reserve officers and enlisted men have returned to Yorktown for refresher courses to keep abreast of developments in mine warfare.—LCDR J. H. Frederick, USNR.



WIRE SPLICING is an essential skill. Both practical and theoretical aspects of modern mine warfare are augmented in the school's curriculum.

Lost Rocket Found

A German V-2 rocket war head fired over two years ago from White Sands Proving Ground, New Mexico, has been found. The rocket set a new altitude record by soaring to a height of 114 miles.

The shattered warhead of the rocket was discovered by an Army recovery team 20 miles from where it was launched on 17 Dec 1946. Search for the rocket warhead, which contained instruments for recording cosmic ray data, had continued since the firing.

The warhead struck a limestone ledge, scattering pieces over a wide area. Some parts were found buried in 10 feet of sand. The cone-shaped warhead was six feet in diameter and five to six feet long. It contained Geiger counters and telemetering equipment as well as a flag of the Explorer's Club of New York and a packet of letters especially stamped for the flight.

The remainder of the rocket had been discovered shortly after the flight, but the warhead had been missing so long there was some half serious, half facetious speculation that it might have broken through the earth's gravitational field and escaped into space. Navy scientists said this couldn't have happened.

LETTERS TO THE EDITOR

Broken Service Advancement

SIR: During the war I was advanced to SM1. After the war I accepted my discharge and enlisted in the inactive Reserve and joined the Organized Reserve where I continued to hold this rating. For a year and a half I remained in the Organized Reserve before enlisting in the Regular Navy as an SN. I was told that I might be able to reinstate myself as an SM1 (now QM1). Is this so?—C.W.N., SN, USN.

• *No. Although you were a member of the Organized Reserve after your separation from full active service, you did not maintain continuous active service in the Navy. You were therefore eligible to reenlist under broken service as an SN, which was the highest rate open to broken service SM1s. You are eligible for advancement from SN to higher rates under the current procedures outlined in BuPers Circ. Ltr.* 155-48 (*NDB*, 15 *Aug* 1948) *as all your contemporaries.*—ED.

Operation High Jump Awards

SIR: I was a member of Operation High Jump and would like to know whether or not I rate the Antarctic Expeditionary Medal?—E.G., SN, USN.

• *No general service medal was awarded for Operation High Jump, although some members of the operation were given individual decorations for outstanding service.*—ED.

Openings at AK School?

SIR: I would like to know if there are any openings at the aviation storekeeper's school, and when does the next class convene?—S. L. C., SN, USN.

• *Because of the large number of recruits which the Naval Air Technical Training Command, Memphis, Tenn., was obligated to train under the high school graduate training program, fleet and shore quotas were cut to a minimum. However, BuPers will continue to consider requests from the fleet and shore establishment and determine each case on its own merits. Classes convene every second Monday, next class* 14 *Feb* 1949.—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

LTJG to LT

SIR: My memory has failed me as to the last date when lieutenants (junior grade) were advanced to lieutenants and the dates of rank of those promoted. I wonder if you would give me this information and also see if you can find out when the next promotion is to occur?—J. D. A., LTJG, USN.

• *Last lieutenant (junior grade) to make lieutenant had a date of rank of* 1 *Nov* 1944, *authority Alnav* 419-46. *Next selection board for lieutenant (junior grade) to lieutenant will convene* 1 *Mar* 1949. *It will include all LTJGs with a date of rank earlier than* 30 *June* 1947 *in the selection zone.*—ED.

How to Wear PUCs

SIR: Since I have been released from active duty I have received two Presidential Unit Citation ribbons from the Navy Department. Will you please advise me as to the correct manner in which to wear these ribbons?—W.B.D., Y3, USNR.

• *Wearing one ribbon with red horizontal stripe at bottom and two bronze stars is the proper way to wear two awards of the PUC.*—ED.

Stars and Citations Due Denver

SIR: I would like to know how many stars and citations USS *Denver* (CL 58) has earned.—P.F., YN2, USN.

• *Denver is eligible for* 10 *stars on the Asiatic-Pacific Campaign Medal. She was included in the Navy Unit Commendation awarded Cruiser Division* 12 *for the period* 1-2 *Nov* 1943. *Denver is also entitled to the Navy Occupation Service Medal and Philippine Liberation Ribbon with two stars.*—ED.



USS *Denver*—Cruiser is out of commission in Reserve with LantResFlt at Philadelphia, Pa.

Transportation for Veterans

SIR: Is it possible for a Navy veteran to obtain transportation on a Navy vessel which is going to England? Can a person reenlist in England if it is within the three-month period?—J.C.J., RD3, USN.

• *There is no provision whereby a discharged veteran may obtain passage as a civilian in a naval vessel to England for the purpose of reenlisting in that area. Besides, BuPers Circ. Ltr.* 141-47, *in regard to the three months' reenlistment period, has been modified and persons remaining out of the Navy for* 30 *days or more must reenlist at recruiting stations. See Alnav* 66-48 (*NDB*, 15 *Oct* 1948) *for further information. Travel to England by other means for the above purpose is considered inadvisable because of possible rejection of the applicant for physical or other reasons.*—ED.

Reverting by LDO

SIR: Will a chief petty officer who is appointed ensign under the LDO law have the option of reverting to his former rate if he fails the professional examination for promotion to lieutenant (junior grade)?—V. A. P., QMC, USN.

• *An LDO ensign who twice fails the professional examination for promotion to lieutenant (junior grade) does not have the option of reverting to the highest enlisted rating held at the time of appointment to officer rank, but will be discharged. Should this situation arise the officer concerned will be accepted for reenlistment in a rating not lower than that previously held provided that the circumstances surrounding the discharge warrant such action. The reference is Para.* 6, *BuPers Circ. Ltr.* 174-47 (*AS & SL, July-December* 1947).—ED.

Appointment to LDO

SIR: I have a few questions regarding appointment to limited duty only status. (1) If a man is within a few months of completing an enlistment and accepts an LDO commission does he forfeit his reenlistment allowance? (2) Would he receive his mustering out payment upon accepting LDO commission? (3) Is a man accepting such a commission given an actual discharge certificate? (4) Is accumulated leave allowed to carry over to his commission status? (5) Upon accepting a commission is he paid transportation to place of acceptance of enlistment?—D.R.L., YNC, USN.

• (1) *No reenlistment allowance is given due to the fact that upon accepting a commission there is no reenlistment.* (2) *Yes.* (3) *Yes.* (4) *Yes.* (5) *No.*—ED.

Rate Reduction No Error

SIR: I was discharged from the Reserves as RM1 and enlisted 89 days later, 10 Aug 1946, in the Regular Navy. I received the rating of RM2 upon enlistment in the Regulars. I was wondering if this was a mistake?—G.L.M., RM2, USN.

• *No mistake about it. You were not eligible to enlist in the Regular Navy in the rate held at discharge from the Naval Reserve. At the time of your enlistment in the Regular Navy RM2 was the highest rate open to personnel who had been previously discharged from the Naval Reserve, whether the break between enlistments was greater or less than three months. Previous to that time, from 22 Oct to 6 Mar 1946, all Reservists and inductees were eligible for direct changeover from USNR (or USN-1) to USN in the same rate, provided of course that they met all enlistment requirements.*—ED.

Gets Boost in Rating

SIR: I was honorably discharged as MM1 V6, USNR-SV, on 24 Nov 1946. I enlisted as MM3, USN, on 7 January 1947. Why could I not enlist as MM1, USN, as I stayed out less than 90 days?—W.E.B., MM3, USN.

• *Enlisted Reservists and inductees on active duty in World War II were authorized to change over to the Regular Navy in the same rate, but only if such contracts were actually effected between 22 Oct 1945 and 6 Mar 1946. Previous to 22 Oct 1945, and between 6 Mar 1946 and 1 July 1947, changeovers were only authorized in certain critical rates. After 24 July 1947 certain critical rates were opened to broken service personnel. As you did not enlist in the Regular Navy until 7 Jan 1947 you could only enlist in the highest MM rate then open (MM3) but not higher than the rate in which previously discharged from the Naval Reserve. Inasmuch as MM2 was later opened to broken service reenlistments (ex-USN, USNR and USN-1) in July 1947 you were eligible for adjustment in MM2 in accordance with BuPers Circ. Ltr. 144-47 (15 Aug 1947). Authorization has been granted to adjust your rating to MM2.*—ED.

We Printed the Wrong 'Pitcher'

SIR: On page 11 of the November 1948 issue of ALL HANDS a picture was printed and identified as E. T. Valenzuela, AO1, USN. The accompanying article credited his pitching as being largely responsible for Fleet Air Alameda winning the All-Navy softball championship. The picture shown is not that of Valenzuela. Enclosed is a picture of the "Val," considered by his shipmates and many opposing batsmen as the best softball pitcher in service competition. —M. C. R., YN1, USN.



E. T. Valenzuela

• *The mixup was caused by an incorrect caption on the back of a photograph submitted to* ALL HANDS. *This photograph showed NAS Dallas' losing pitcher A. Huffman, AN, USN, shaking hands with FltAir Alameda's winning hurler Valenzuela, but identified Huffman as the "Val." Reproduced is a picture of FltAir Alameda's outstanding softball pitcher, E. T. Valenzuela.* AO1, USN. —ED.



USS *Clark*—Tin can veteran of three Pacific campaigns was scrapped in March 1946.

Award to 6th Beach Battalion

SIR: I would like to know if there were any awards or citations presented to the 6th Beach Battalion that operated with the Army at Omaha Beach, Normandy, France?—J. E. P., SN, USNR.

• *The 6th Beach Battalion is entitled to the European-African-Middle Eastern Campaign Medal with one star. The Croix de Guerre was also presented by France to the unit but not to individuals. There is no ribbon for the Croix de Guerre Authorized to be worn by individuals.* —ED.

EM with Law Degree

SIR: (1) What classification as a limited duty officer could an enlisted man get who has had legal training? (2) Are there any billets in the Navy that an enlisted man with a law degree could put in for?—C.G.V., AL1, USN.

• (1) *Probably Administration, but it would depend primarily on your enlisted rating.* (2) *At present there is no program in effect under which an enlisted man may attain an SDO (law specialist) appointment. Unless qualified for one of the officer candidate programs, the only path of advancement to commissioned rank open to an enlisted man is the program for appointment to limited duty status. For further information it is suggested you see BuPers Circ. Ltr.* 104-48 (*NDB*, 31 *May* 1948) *and BuPers Circ. Ltr.* 175-48 (*NDB*, 30 *Sept* 1948).—ED.

Fate of Clark

SIR: Could you tell me what has happened to USS *Clark* (DD 361)?—M.T.J., USN.

• Clark *was scrapped in March* 1946. —ED.

Rate and Regular Navy

SIR: I enlisted in the Naval Reserve in 1943 and was on active duty until March 1947. I reenlisted in the Naval Reserve the same day I was discharged. At the present time I have served over five years and seven months with only two months of inactive duty. I am a YN1 and would like to know what rating I can get if I shipped into the Regular Navy?—J. J. A., YN1, USNR.

• *Rate in which enlistment in Regular Navy could be effected is dependent on rate held at time of discharge following active duty during World War II. If discharged as YN1 you would be eligible for enlistment as YN2 provided otherwise qualified. No assurance can be given as to length of time rate will remain open.* —ED.

Seniority Among CPOs

SIR: A disagreement between a shipmate and myself has arisen over whether seniority among CPOs is determined by the date that a man is advanced to pay grade 1A or by his particular rating.—P.R.W. Jr., HMC, USN.

SIR: In November 1948 ALL HANDS you stated that seniority of chief petty officers dates from date of advancement to pay grade 1A. I believe that should have been pay grade 1. If not, state the authority for your answer.—C.R.M., AOC, USN.

• *Seniority among personnel in all ratings by pay grades is provided for in Article D-5102, BuPers Manual,* 1942. *This list has been revised completely to agree with the current enlisted rating structure, and is published in Article C-2102, BuPers Manual,* 1948. *Pay grades 1 and 1A are grouped in precedence and seniority among personnel of the same rating in pay grade 1 or 1A dates from the date of advancement to pay grade 1A.*—ED.

Transfer to USN

SIR: In the July 1948 issue of ALL HANDS there appeared in the letters section a statement that "transfers from the Insular Force to the Regular Navy are not permitted." I would like to know through what other channels a member of the Insular Force can be transferred to the Regular Navy.—I. C. S., BM1, USNIF.

• *There is no way in which transfer from Insular Force to the Regular Navy can be accomplished. First enlistment in the Regular Navy is effected at Navy recruiting stations in continental United States under such regulations as BuPers may prescribe. Applications must meet all qualifications such as age, physical, mental, citizenship, character, morale and so forth and are enlisted in rates designated by BuPers.*—ED.

No Aussie Honors for Seabarb

SIR: I would like to know if the USAT *Seabarb* was awarded any sort of commendation from the Australian government? Also I would like to know just what stars she rates.—W.A.M., BM3, USN.

• Seabarb *is eligible for the Asiatic-Pacific Campaign Medal with one star for capture and occupation of Guam, M.I., 5-15 Aug* 1944. *However, there is no record of any commendation by the Australian government for this vessel.*—ED.

History of YMS 366

SIR: I served on board USS YMS 366 and have some questions regarding her. (1) How many stars does she rate? (2) With how many mine sweeping operations is she credited? (3) What is her status now?—C.E.B., YN1, USN.

• (1) *Two stars on Asiatic-Pacific Area Campaign Medal.* (2) *Three mine sweeping operations.* (3) *YMS* 366 *was stricken from the Naval Register and destroyed in December* 1947.—ED.

Rating When Transferred

SIR: Is it possible to claim highest rate held for retirement or transfer to Fleet Reserve after 20 years' broken service?—A. A., MM2, USN.

• *No. Personnel are transferred to the Fleet Reserve with the rate held at time of such transfer.*—ED.

Applicants for LDO Status

SIR: Has a waiting list for limited duty only status been established for those applicants who were not selected?—P.J.K., EMC, USN.

• *A waiting list for LDO commissions has not been instituted. An applicant who was not selected by the recent selection board should submit a new application in accordance with BuPers Circ. Ltr.* 175-48.

Reenlisting on Board

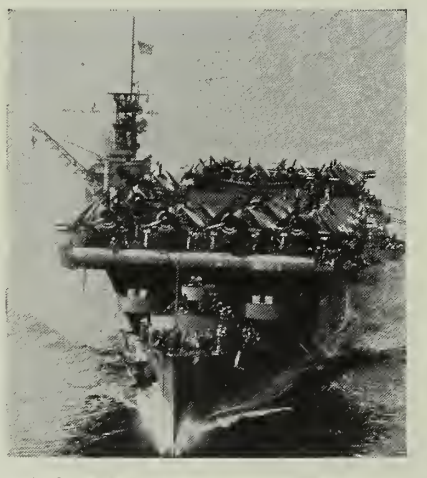
SIR: Can you give me any information on whether it is possible to reenlist on board one of the Navy Department's bureaus and being "retained on board for duty?" I'm particularly interested in the BuPers Unit in Cleveland, Ohio.—W. E. T., YN3, USN.

• *There is no guarantee you will be retained for duty when reenlisting at any bureau of the Navy Department.*—ED.

Fleet Reserve Time

SIR: I expect to transfer to the Fleet Reserve, Class F-5, in the immediate future. Can I count time spent in Class C-1-F-2 of Fleet Reserve for retainer pay benefits?—W. E. M., QMC, USN.

• *No. Time spent in Class F-2 does not count for purposes of transfer to the Fleet Reserve. Longevity credit for such service is however creditable in computing your retainer pay.*—ED.



USS *Cowpens*—Carrier is in commission in Reserve with the PacResFlt, Alameda, Calif.



USS *Biloxi*—Battle-starred Pacific veteran out of commission in Bremerton, Wash., ResFlt.

Duty in Philippines

SIR: After reenlisting in the Navy can I be sent to the Philippines for my reenlistment leave so that I can visit my family? Also, I was wondering if I could get assignment there after my reenlistment?—E. B. A., TN, USN.

• *Filipino personnel serving in the U. S. Navy who reenlist may be transferred only at time of reenlistment, to Commander U. S. Naval Forces, Philippines, for reenlistment leave to which entitled (not exceeding* 90 *days) and reassignment by Commander Service Force, Pacific Fleet. The matter of assignment to duty in the Philippines after reenlistment would come under the cognizance of Commander Service Force, Pacific Fleet. For reference to reenlistment leave see Alnav* 89-47 *(NDB, AS&SL January-June* 1947).—ED.

Going Out on 19½ Years

SIR: I recently read in a Navy paper about a man who completed 19 years and six months service in the Navy and was transferred to the Fleet Reserve. Is this possible and what is the authority?—J. C. L., GMC, USN.

• *Yes. For authority see BuPers-BuSandA Joint letter in NDB,* 31 *Jan* 1948.—ED.

30 Days to Ship Over

SIR: I am due to be paid off in May 1949 and intend to stay out of the Navy for approximately 60 days. I was wondering if I could ship over after 60 days directly into a squadron of my own choice. Also, if I have sufficient sea duty, can I ship into a unit for shore duty?—J. K., ATC, USN.

• *Current reenlistment regulations permit men to apply to any ship or station within* 30 *days immediately following discharge. After* 30 *days, reenlistment must be accomplished at a Regular Navy recruiting station.*—ED.

Hard-Earned Honors

SIR: I would like some information on the number of medals and awards USS *Cowpens* (CVL 25) earned for her part in the war.—W.L.K., SN, USN.

SIR: How many citations did USS *Washington* earn during the period February 1942 to June 1945.—A.B., DC3, USN.

SIR: What citations and decorations is the USS *Biloxi* (CL 80) entitled to.—J.T.M., MMLC, USNR.

• *Cowpens besides earning Navy Unit Commendation is entitled to* 11 *stars on Asiatic-Pacific Campaign Medal and two stars on Philippine Liberation Ribbon.*

• *Washington* (BB 56) *earned* 13 *stars on Asiatic-Pacific Campaign Medal and two stars on Philippine Liberation Ribbon.*

• *Biloxi earned nine stars on Asiatic-Pacific Cumpaign Medal.*—ED.

More on Reduction in Rating

SIR: In your September 1948 issue was a letter concerning a reduction in rating. In my opinion the examples cited do not completely answer the question. W. M., Y2, USN, wanted to know if the prerogative for disrating goes with the individual commanding officer upon transfer to a new command. In this question the man was rated under a certain CO who later was detached and ordered to shore duty in the Reserve Fleet. The man was also transferred to the same shore station only to find himself under his old CO. Since the comunand had changed, the CO in this case no longer had the prerogative to take away the rating he had previously given the man. Each of the examples you cited is correct but they appear to answer only one side of the question and furthermore they do not fully cover the specific case.

The other half of the question may be brought out by citing an actual case. On a certain date, enlisted man "X" was advanced in rating by captain "Y" on board an active ship being prepared for decommissioning and transfer to the Reserve Fleet. Two months later, when the ship had been transferred to the Reserve Fleet, Captain "Y" was transferred by orders of BuPers and "X" was also transferred to the same duty.

Many months later, "X" was reported for neglect of duty and taken to captain's mast, at which Captain "Y" reduced him to the next inferior rating.

Since there had been a definite change of command and even a transfer to shore duty, it is my firm belief that "X" was illegally reduced in rating.—CDR H. R. P., USN.

• *You are quite right in pointing out that the original question was only half answered by the examples. If Captain "Y" is relieved of command and transferred to an entirely different command only to find that an enlisted man rated by him in the former command has also been transferred to the new command with him, Captain "Y"* may not *disrate him by word of mouth at mast of a rating established by himself in person in the previous command.*

There is an exception to this example, however, in that when one ship is being activated and another being completely deactivated by one crew and command as a unit, there being more or less a gradual flow of command from one ship into the other, then although the name of the command may change by orders of BuPers, it has been ruled to be the same command for purposes of disrating at mast.—ED.

Reassignment on Reenlistment?

SIR: Can an official letter be submitted to the Chief of Naval Personnel prior to discharge requesting certain duty upon reenlistment? My shore duty expires the same date that I am eligible to reenlist and I would like duty in Alaska.—D.B.B., FCC, USN.

• *A request may be submitted to BuPers via your commanding officer prior to discharge requesting certain duty upon reenlistment. However, as BuPers does not make assignment to specific duty as an inducement to reenlist, your request would be placed on file for consideration at such time as you are available for reassignment. Assignments are governed by availability and obligated service required by current directives. Your request would receive every consideration consistent with the needs of the service.* —ED.



USS *St. Louis*—Light cruiser received 11 stars for her part in the Pacific campaign.

Dual Enlisted—Officer Status

SIR: Why hasn't the Navy Department allowed ex-temporary officers, now U. S. Navy enlisted men, to submit applications for retention in some recognized dual enlisted and commissioned officer status?

As it exists now, an ex-temporary officer, now a regular Navy enlistee, can't apply for a permanent commission, yet, in the same respect, an ex-temporary out of the Regulars, in a Reserve component, can apply for a permanent commission in the Naval Reserve. Seems unfair, unjust and far from an inducement when considering advantages of both branches of the naval service.

It seems a man would be more qualified professionally in a status enlisted/officer than civilian/officer, comparing the former all duty in the Navy with the latter some naval training and civilian occupation.—S. O., YNC, USN.

• *Section 4, Title I of Public Law 732, 75th Congress (the Naval Reserve Act of 1938) states that no officer or man of the Naval Reserve shall be a member of any other naval or military organization except the Naval Militia. In view of this, personnel cannot hold a dual status as an officer in the Naval Reserve and an enlisted man in the regular Navy.* —ED.

AKA No Longer in Navy

SIR: Could you please tell me the whereabouts of USS *Starr* (AKA 67).—L. H. B, MoMM2, USNR.

• *Starr was stricken from the Naval Vessel Register in June 1946 and disposed of through the Maritime Commission.* —ED.

Decorations Due St. Louis

SIR: I wonder if you can tell me the decorations USS *St. Louis* (CL 49) is entitled to.—L.L., FN, USN.

• *Eleven battle stars on Asiatic-Pacific Campaign Medal have been earned by* St. Louis. *She is also listed for the Navy Occupation and China Service Medal and Philippine Liberation Ribbon with one star.*—ED.

Merchant Marine Medals

SIR: I served in the Merchant Marine and I would like to know if campaign medals were issued for its part in the war?—C.G.M., SKSN, USN.

• *U. S. Merchant Marine established its own medals and ribbons for World War II. Requests for information on such awards should be addressed to the U. S. Maritime Commission (c/o Capt. Frank Rusk, USMS), Washington, D.C.*—ED.

Reserve Retirement

SIR: After reading the August 1948 ALL HANDS about the New Reserve Retirement Plan I became perplexed over whether this information cancels Article H-7401 in BuPers Manual.—M. G., YN1, USNR.

• *No. Public Law 810 (80th Congress) does not cancel Art. H-7401, in regard to the Honorary Retired List, in the BuPers Manual.*—ED.

Training for Personnel Men

SIR: In ALL HANDS, July 1948 you printed an article about personnel men being assigned PN training at San Diego. What are the requirements necessary for this school?—M.B., PNSN, USN.

• *The course of instruction for personnel men mentioned in* ALL HANDS *is a specialized course for rated PNs. Class "A" PN schools for non-rated personnel are being established at Norfolk, Va., and San Diego, Calif. See* ALL HANDS, *p 43, December 1948, Requirements for Class A schools for PN are: Minimum combined score of 110 on GCT and CLER; emotionally stable; have an interest in and ability to meet people, and a desire to work in the field of personnel administration. Minimum of two years high school education is required. High school graduates are preferred.*—ED.

Brothers Serving Together

SIR: I would like to know what the qualifications are for a person to be transferred to enable him to serve with his brother. I have 22 months obligated service to do. Do I qualify in respect to remaining time to do, or would I have to extend my enlistment for such a transfer? —W. F. D., FN.

• *At present there are no restrictions against brothers serving on the same ship. With 22 months obligated service, it is not probable that you would have to extend to serve in the same ship as your brother.*

However, you failed to state which ship your brother is serving in, so it is impossible to give a definite answer.

Your attention is invited to BuPers Circ. Ltr. 281-45 (*AS-SL, July-December* 1945). *If your brother is under the same administrative (fleet) commander, you should submit a request to that commander, via your commanding officer, requesting the transfer. If your brother is in the Pacific Fleet and you are in the Atlantic Fleet, or vice versa, the request must come to the Chief of Naval Personnel via your commanding officer and the appropriate fleet commander. The approval of this request will depend on availability of government transportation and personnel requirements.*—ED.

Certificate for CPOs

SIR: In accordance with BuPers Circ. Ltr. 191-46 (AS & SL, July-December 1946) all ships and stations were directed to submit to BuPers by 1 Nov 1946 a list of chief petty officers who were advanced to pay grade 1 between 27 Jan 1942 and 31 Oct 1946 for the purpose of issuing certificates of appointment. What procedure should I follow to determine whether my name was submitted or not? —J. D. R., RMC, USN.

• *Over 45,000 names were submitted in connection with this project, which will take many months to complete. At such time as the project is completed, notice to this effect will be published. If not received by that time a request will be appropriate. In the meantime any additional correspondence will tend only to delay the project.*—ED.

Mast Notice in Records

SIR: I have a question I would like answered in ALL HANDS. Should a captain's mast notice be removed from a man's service jacket after a certain period?—J. L. A., ET2, USN.

• *BuPers Manual directs entries on page 9 of service records of offenses committed for which punishment was awarded by commanding officer, with date of offense and date of punishment. However, it is the practice in some commands to make an entry on a slip of paper of the offense, date and action of the commanding officer and attach this slip to the service record and it is believed that this is the "captain's mast report" referred to. Usually this slip is removed from the record after a given period of time or on transfer of the individual, such action being at the discretion of the commanding officer. There are no directives in regard to this practice.*—ED.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March 1946.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS *Philippine Sea* (CV47). A book of approximately 100 pages telling of the ship's Mediterranean cruise and containing a pictorial history of the ship from launching to the present. The price is $5.50. Address Lieutenant Commander W. B. O'Neil, USN, USS *Philippine Sea*, c/o Fleet Post Office, New York, N. Y.

Missouri Was There

SIR: I happened to be browsing through an old copy of ALL HANDS dated October 1945. In it there was an article entitled "The People of Missouri Can Be Proud." It said that USS *Missouri* had been hit by a Kamikaze 11 Apr 1945. One of my shipmates who said that he was aboard *Missouri* states that this isn't so. He goes on to say he doubts the rest of the article which says the Mighty Mo was in the battles of Iwo Jima, Okinawa and Tokyo. Is it possible that you made a mistake or perhaps the information was not available at the time? —M. J. F., MASN, USN.

• *Yes it is possible for* ALL HANDS *to make a mistake but not this time. The Mighty Mo was hit by a low-flying Zeke around* 1442 *on* 11 *Apr* 1945. *The plane struck the ship immediately below the main deck at frame* 169 *on the starboard side.* Missouri *participated in the Iwo Jima operation in February and March* 1945. *She also took part in the Okinawa Gunto operation from* 16 *March to* 11 *June* 1945. *Records indicate that she was also in the Third Fleet operation against Japan from* 10 *July to* 15 *Aug* 1945 (*which included Tokyo.*)—ED.

Survivor Wants Souvenir Book

SIR: In reading your cumulative reference index of 1947, I note that under code 8:47:29 you list the souvenir book of USS *Quincy* (CA 39). As one of the extremely fortunate survivors, and, I believe, the only person who was with the captain when he died in the pilot house on 9 Aug 1942, I am most anxious to find out how I can get a copy of the book.—J. H. M., LT, USNR (Inactive).

• *Because of the lapse of time since the notice was published,* ALL HANDS *has no information as to whether there are still copies of this souvenir book available. Your inquiry should be addressed to Commander Bremerton Group, Pacific Reserve Fleet, Puget Sound Naval Shipyard, Bremerton, Wash. The price listed in* ALL HANDS, *August* 1947, *p.* 29, *is* $3.00.—ED.

Retirement Pay at 60

SIR: I would like information as to whether or not I am entitled to a pension now, under the new Reserve pension bill for Reserve officers and enlisted men of the armed forces.

As of 30 June 1948, I had approximately 32 years and four months of enlisted, warrant and commissioned service in the Navy, the Naval Reserve and the "honorary retired list" of the Naval Reserve. I have served more than 11 years as USN and USNR, retired.

My age is 54 years and I served on active duty in both World War I and World War II. According to the bill, retirement is at age 60. However, I am now on the honorary retired list and would like to know if that has any bearing on this case.—E. L. H., LT, SC, USNR (Ret).

• *Under the provisions of Public Law* 810, 80*th Congress, a Reservist must attain the age of* 60 *years to be eligible to receive retired pay, regardless of his status. As you have not yet reached the age of* 60, *you are not eligible to receive retired pay.*—ED.

About Driver Rate

SIR: (1) Is there a drivers' rate in the current rating structure? (2) Is it possible for a BM2 to change his rate to driver? (3) Is there a school for heavy equipment? — W. J. W., BM2, USN.



• (1) *Yes. In the present rating structure there is a driver rate (CD). It's a Construction Battalion rate.* (2) *Normally changes to Seabee rates are made if personnel are in Seabee units with definite construction experience.* (3) *Yes. The Navy has such a course at U. S. Naval Schools, Construction, Port Hueneme, Calif. The course is* 12 *weeks.* —ED.

The Titan of Metals

THE Navy's Bureau of Aeronautics, Bureau of Ships and Office of Naval Research are cooperating with other government and independent agencies in research, developing and testing a valuable but little-known metal—titanium.

Titanium's high melting point—3,272° Fahrenheit — may make the metal valuable as a material for gas turbine, rocket and guided missile parts. Its many other good qualities give it promise as a possible all-purpose metal as well.

Titanium is the ninth most abundant element and the fourth most abundant structural material on earth. It is estimated to comprise more than one-half of one per cent of the earth's crust. Large quantities of the metal have been discovered in the Adirondack region of New York, in Wyoming, Virginia, Arkansas and in the beach sands of the east coast of Florida.

Earlier experiments with titanium failed to bring about any wide use of the metal, primarily for two reasons. One was that methods of extracting titanium from its ores produced brittleness in the metallic product and the other was high cost. These difficulties are being removed, and the price has been reduced to where it is not prohibitive for some uses of the metal. The Office of Naval Research sponsored a symposium on titanium in which leading industrial and government metallurgists took part, reviewing their research programs.

The three metals more abundant than titanium are iron, aluminum and magnesium. Comparisons between titanium and the other three are interesting and informative. Titanium is about midway between aluminum and iron in weight per unit of volume. It is a little more than two and one-half times as heavy as magnesium.

In tensile strength, cold-worked titanium boasts 120,000 pounds per square inch, compared to 82,000 for the best heat-treated aluminum alloy and 51,000 for magnesium alloy. Ingot iron is rated at 100,000 pounds per square inch, and wrought stainless steel at 185,000. On a weight-for-weight basis, titanium would be equal to or better than stainless steel in strength.

In "yield strength"—an important factor in practical use of metals—titanium again stands out. The yield strength of cold-worked titanium is 113,000 pounds per square inch—about one and one-half times that of the strongest aluminum alloy and more than three times that of high strength magnesium alloy. Stainless steel's yield strength of 140,000 pounds per square inch would fail to win out in a test of stainless steel and titanium specimens of equal weight.

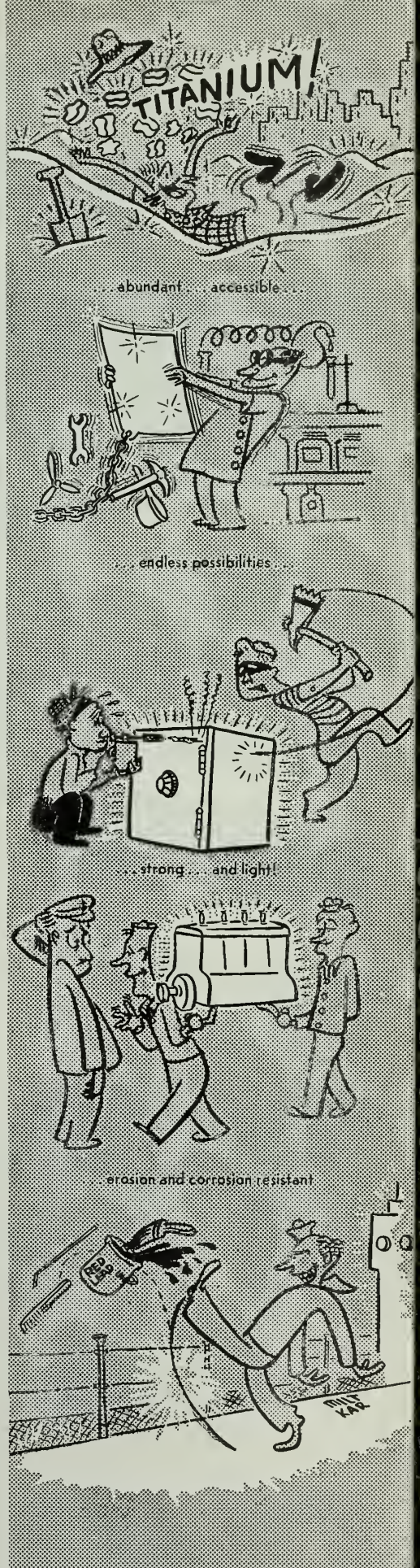
In resistance to corrosion, titanium compares favorably with platinum.

Titanium possesses extremely good qualities of resistance to erosion, as well. Erosion (not corrosion this time) is the mechanical "eating away" of a solid by a fluid—like land being eroded by wind or running water. Metals are subject to it, especially when exposed to swiftly flowing water. Titanium's resistance to it would make it valuable for valve seats, for instance, or valve discs, or propeller blades.

The ability of titanium to be "surface hardened" promises good possibilities in use as pistons, cylinder walls and other motor parts. Certain qualities of elasticity would make it valuable in springs where considerable movement with small variation in load is needed. Titanium is resistant to electrical conduction. Its high strength and light weight indicate a possible use as an aircraft structural material. Its resistance to erosion and corrosion forecast titanium condenser tubes and boiler tubes with a life-length formerly unknown.

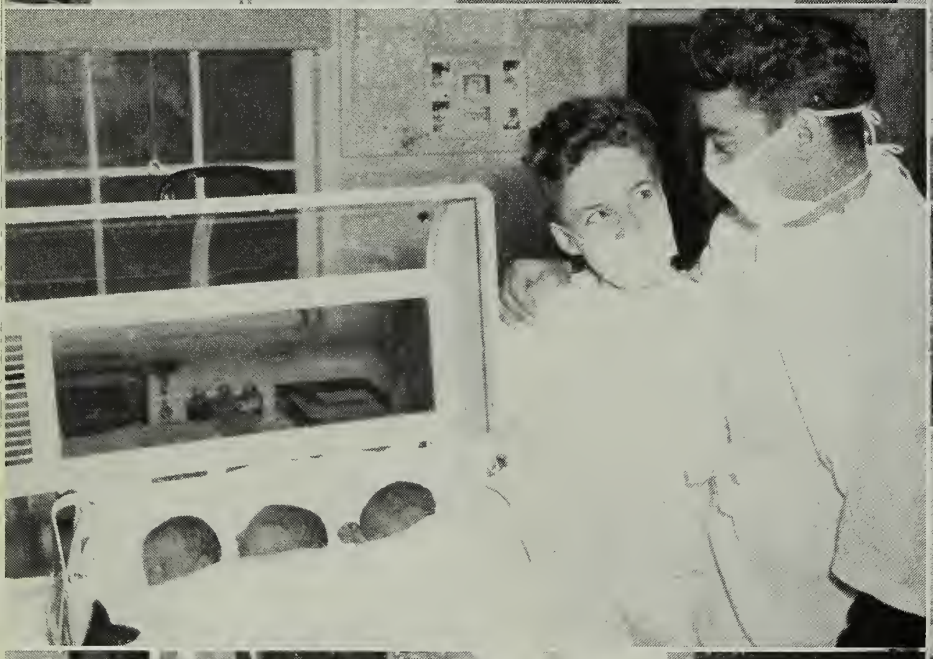
Scientists warn that it is still too early to throw away chipping hammers and zinc-chromate brushes, however. It will be a long time before there are any titanium destroyer hulls. Titanium is separated from other elements in the form of a powder which is then formed into larger pieces by various processes. None of the processes is the familiar casting or forging used in steel, and all are slow. And while a plant that will produce one ton of titanium powder a day is planned, 100 pounds per day is about the limit for any one plant at present.

With Navy technicians and other metallurgists working on the problems of titanium alloys, greater production and lower cost, the time may not be far off when titanium will add its strength to the Navy's efficiency. As one Office of Naval Research scientist said, "Titanium will then justify the name bestowed upon it, 'Titanium—the Titan of metals.'"

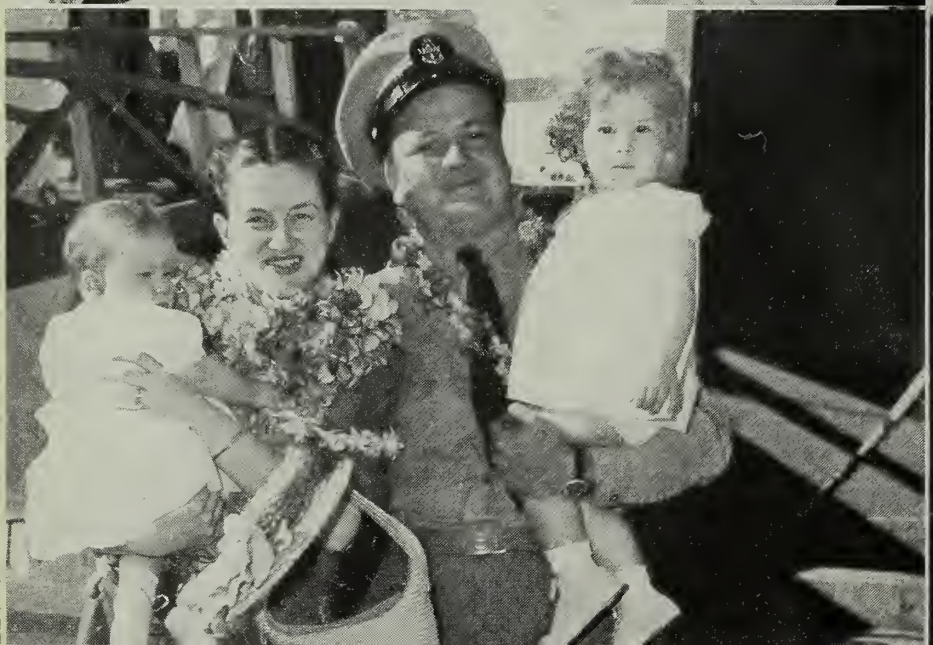




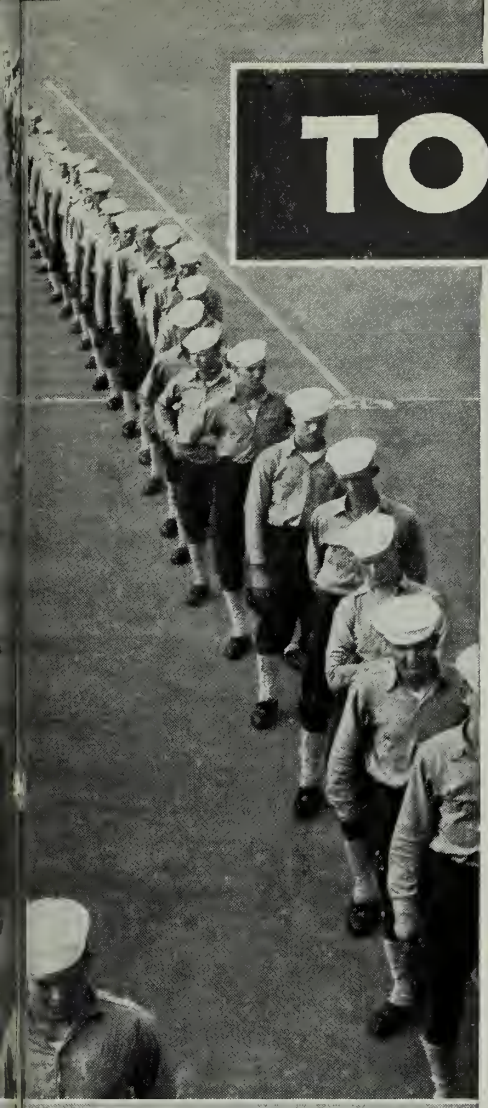








TODAY'S NAVY





100 Ships, 35,000 Men to Take Part in Maneuvers; Anti-Sub and Amphib Operations Will Be Featured

The Navy will conduct large-scale exercises in the Caribbean area from 14 February to 1 April when the Atlantic Fleet will maneuver in conjunction with the Marine Corps, U. S. Army and Royal Canadian Army units.

A hundred ships and 35,000 men will take part in the extensive operations which will be climaxed by an amphibious assault landing on the island of Vieques, Puerto Rico, with D-Day scheduled for 2 March. Vieques will be under "enemy" control with a substantial garrison of troops "defending" it. The "defenders" will have no surface support to ward off the invading forces, but a large group of submarines and aircraft will oppose the landing operations.

The maneuvers have been planned to give the Navy invaluable training in hunter-killer anti-submarine operations, while Marine Corps and Army units will get experience in the latest amphibious techniques.

The Atlantic Fleet's Second Task Fleet will support operations with aircraft carriers and their air groups, USS *Missouri* (BB 63), cruisers, destroyers, submarines, aircraft squadrons, a helicopter group, seaplane tenders, minesweepers, fleet oilers, and other auxiliary units of the fleet. Type and inter-type training will be conducted by these vessels from 21 February to 21 March, then supporting the following amphibious operations at Vieques.

Invasion of the island will be effected to destroy and capture "enemy" personnel and installations in the eastern sector of Vieques. The invading force will be composed of vessels of the Amphibious Force, Fleet Marine Force air and ground units, U. S. Army units, three Canadian Army platoons, U. S. Navy beach groups, transports, landing craft and minesweepers.

A hunter-killer group will patrol the invasion area's waters, ferreting out and destroying the "enemy's" submarine defenses.

The Navy in Pictures

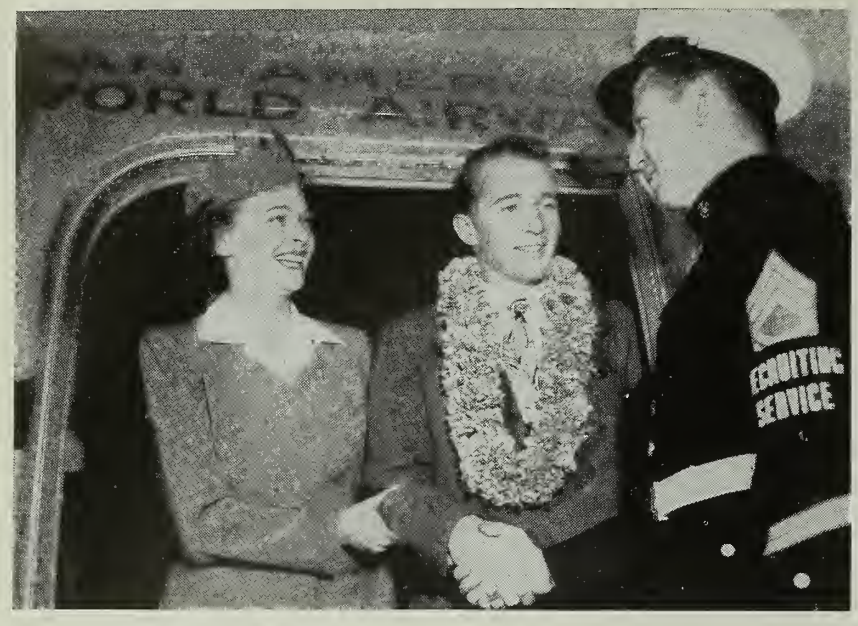
VOLUNTEERS, more than 3,000 strong, turned to when a call went out to replenish the San Diego community blood bank (top right). Top left: singing star Doris Day visits on board *Tucson*. Center left: Raymond Camaradella, AE1, USNR, and wife have three new reasons for rejoicing and they're all daughters. Bottom left: Aloha! Robert E. Bruggema, ENC, USN, greets wife and daughters on their arrival in Pearl Harbor. Lower right: Herman Frenzl, QMC, USN, pours 'joe' for CPL Troy Mathews who arrived with the vanguard of 2,700 Army troops to be housed temporarily at NavRecSta, Seattle, Wash.

MARCH 1949

Here's the correct calendar for March, prepared in the same size as the incorrect one appearing in the calendar for the year 1949 on the back cover of ALL HANDS, December 1948. If you're using that calendar for reference, clip out this corrected version for the month of March and paste it in proper place.

MARCH 1949

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



EAGER!—Because there was no recruiting station in Hawaii, 18-year-old James E. Anderson flew stateside at his own expense to enlist in the Marines.

Rescue Craft Standardized

Rescue boat hulls, engines, parts and supplies employed by the Navy and Air Force will be standardized under a coordination agreement between the two services, a result of a three-month long study.

The Navy's Bureau of Ships will have control of procurement, design, maintenance, repair and supply for both branches.

In addition to the many rescue craft used by the Navy, Air Force activities near water areas maintain marine rescue boats under an individual command responsibility.

Rescue craft now in use range from the 18-foot "swamp glider" propelled by an aircraft engine to an 85-foot boat with twin engines.

Navy Develops New 'Iron Mike'

Stall-proof and comparatively lightweight, a new mechanical pilot with full automatic controls will fly and land Navy aircraft in the worst of weather conditions.

The new device has been installed on a Douglas DC-3 twin engine transport for testing during the past 18 months, bringing the craft to perfect landings at fairly low speeds ranging from 70 to 75 knots depending on loading conditions.

Under contract with the Special Devices Center of the Office of Naval Research, the development program was begun in 1945.

Regardless of whether the plane is in a turn, climb, glide or level flight, the auto-pilot prevents the craft from stalling.

Its working principle is based on the craft's "angle of attack," which for general purposes is the acute angle between the direction of the relative wind and a line through the leading and trailing edges of the wing. Variations in this angle are compensated automatically by the gear, which increases or decreases power and moves the control surfaces.

The system controls the plane at high or low airspeeds under any loading conditions and will fly the craft to a complete landing on the runway by following a directional beam from the field.

The experimental model weighs only 140 pounds, no attempt having been made as yet to reduce weight and volume. It is believed the weight can be brought down to the neighborhood of 60 pounds.

Dividend Declared

The Island Trading Company of Micronesia is making money.

A dividend of $100,000 has been paid to the Deputy High Commissioner, Trust Territory of the Pacific Islands, for deposit in the Trust Territory Treasury. The funds will be used for the benefit of the population of the territory.

Formed by the Navy Department in the fall of 1947, the Island Trading Company handles imports and exports for the Micronesian Islands. The organization is staffed by naval officers and enlisted men, civil service employees and natives of the territory.

Funds derived from company profits will be returned to the people of the Trust Territory in the form of education, medical, economic progress and other public projects.

Mediterranean Rotation

Fourteen ships of the United States Sixth Task Fleet in the Mediterranean have been relieved by a similar number of vessels of the same type in accordance with the Navy's frequent rotation policy for that area.

Ships which have been assigned to the Mediterranean area are the aircraft carrier USS *Philippine Sea* (CV



MAT-LAYING trucks and ducks have been developed by Marine Corps to provide substantial roadbeds for vehicular traffic over soft, boggy beaches.

47); light cruisers USS *Manchester* (CL 83) and USS *Spokane* (CL 120); destroyers USS *Everett F. Larson* (DD 830), USS *Goodrich* (DD 831), USS *Hanson* (DD 832), USS *Herbert J. Thomas* (DD 833), USS *Gearing* (DD 710), USS *Eugene A. Greene* (DD 711), USS *Vogelgesang* (DD 862), USS *Steinaker* (DD 863), USS *Kenneth D. Bailey* (DD 713) and USS *Charles R. Ware* (DD 865); and the cargo ship USS *Winston* (AKA 94).

Vessels relieved in the operation are the aircraft carrier USS *Franklin D. Roosevelt* (CVB 42); light cruisers USS *Providence* (CL 82) and USS *Little Rock* (CL 92); destroyers USS *Compton* (DD 705), USS *Gainard* (DD 706), USS *Harlan R. Dickson* (DD 708), USS *Hugh Purvis* (DD 709), USS *Hyman* (DD 732), USS *Beatty* (DD 756), USS *George K. MacKenzie* (DD 836), USS *Ernest G. Small* (DD 838), USS *Power* (DD 839) and USS *Glennon* (DD 840); and the cargo vessel USS *Montague* (AKA 98). The heavy cruiser USS *Albany* (CA 123) was scheduled for relief at a later date.

Marine detachments were rotated in the vessels to which they were assigned.

Cold Storage Plant on Guam

Termed one of the most modern and complete in the world, a large cold storage building has been finished to provide fresh fruits, vegetables and dairy products to personnel on Guam.

Fresh food supplies which previously were available only for days at a time probably will be available at all times, reports from Guam indicate.

The plant, begun in mid-1947, was nearly complete when the million-dollar fire of April, 1948, struck the island. Although damaged, the plant was completed on schedule.

Navy Chiefs Set American Record for Depth Attained in Open-Sea Dives

Breathing a mixture of helium and oxygen, two Navy CPOs have set a new record for depth attained by American deep-sea divers under working conditions. "Deeper" dives have been made in tanks where the effects of great depth can be created by air pressure exerted upon shallow water.

The new open-sea record of 485 feet was set while working from the submarine rescue vessel USS *Chanticleer* (ASR 7) off Key West, Fla. The depth exceeds by 45 feet that attained by Navy divers in June 1941 off Portsmouth, N.H., while diving on the sunken submarine USS O-9.

George W. McCullough, GMC, USN, of Baxter, Mo.—attached to *Chanticleer*—and Wesley Singleton, MEC, USN, of Goldsborough, N.C.—a member of the Navy's Experimental Diving Unit—are the two chiefs who made the record-breaking descent. Chief McCullough began his diving career in 1936 in Canal Zone waters while serving aboard the submarine rescue vessel USS *Mallard* (ASR 4). Chief Singleton is also a veteran deep-sea diver. The descent was made in the course of experimental work and training for divers of Submarine Squadron 4.

The divers did not suffer any undue discomfort, although they were saturated with gases compressed to more than 215 pounds per square inch. The secret of this hard-to-believe fact is that the human body absorbs variations in pressure through every cubic centimeter of flesh and bone, instead of resisting pressure as an air-tight vessel would do.

The dive was of short duration, the men spending only ten minutes under water and one minute actually on the ocean floor. Despite the brevity of the descent, the divers had to spend almost one and one-half hours in a pressure chamber aboard *Chanticleer* after returning to the surface, to complete their decompression and avoid "the bends" or caisson disease.

British divers hold the international record for depth attained in open water. In August 1948 a British sailor descended 536 feet in Loch Fyne, Argyllshire, Scotland, working from HMS *Reclaim*.



NEW RECORD for depth for American open-sea divers was established by George W. McCullough, GMC, (left) and Wesley Singleton, MEC. Working off *Chanticleer* with helium-oxygen, they descended 485 feet.

Oceanographic Survey

Two seaplane tenders, USS *San Pablo* (AVP 30) and USS *Rehoboth* (AVP 50) are being outfitted for an extensive oceanographic survey to chart the bottom of the world's oceans. They are the largest vessels ever equipped for this type of duty.

According to present plans, the survey will be the most extensive ever conducted. Eventually the two vessels hope to survey all the oceans of the world. In addition to obtaining the usual information concerning currents, winds, temperature, salinity and other surface phenomena, the Navy hopes to obtain much new information on the topography of the ocean bottom.

While the vessels are underway sonar gear will be used continuously. Loran gear will also be operated constantly, and the data obtained from these sources recorded on charts. Samples of the sediment on the ocean bottom will be taken regularly by use of scoops and free-fall coring tubes. Samples of sea water containing minute forms of animal and vegetable life will be obtained and turned over to various research groups for analysis.

The two vessels will travel in company on the survey cruises, which will last from two to three months each. The first cruise is expected to be completed in May or June 1949. The vessels will be under the technical control of the Hydrographic Office. The project is being sponsored by the Chief of Naval Operations in conjunction with the Bureau of Ships and the Office of Naval Research.

Navy Develops First Self-Starter for Jets

A successful self-starter for turbo-jet and turboprop aircraft engines has been developed through joint research by the Navy and a commercial manufacturer.

The new self-starting system—the first of its kind—eliminates the need for cumbersome storage batteries or other heavy auxiliary power units.

Turbo-jet engines present an entirely different problem than reciprocating engines do in the matter of starting. Starters for reciprocating engines in naval aircraft have a power output of two to four horsepower, while starters for turbo-jet and turbo-propeller engines must have from 10 to 250 horsepower. The major problem has been to develop a starter of sufficient power which is at the same time small enough and light enough to be used in aircraft.



SELF-STARTER for jet and turbo prop engines is held beside the bleed-off version of the gas turbine.

The system chosen by the Bureau of Aeronautics for development begins with a three-fourths horsepower electric starter which obtains its electricity from a single storage battery. The electric motor starts a single-stage radial gas turbine which, in turn, rotates a two-stage radial air compressor. Compressed air is bled into a high-speed air turbine starter which is attached directly to the shaft of the turbo-jet or turboprop engine. While the starter may sound complicated, its entire weight—aside from the battery—is only 88 pounds for the bleed-off version. A similar gas turbine, an auxiliary power unit, weighs 95 pounds.

Many other uses and advantages have become apparent for the pneumatic starting system. The compressed air provided by the gas-turbine-powered compressor can perform various functions in the aircraft, such as driving a generator or alternator to provide auxiliary power for cargo hoists, heating and air-conditioning units.

Installed in the plane itself, the new unit will allow jet and turboprop aircraft to use isolated bases which are not equipped at present to start their engines.

Navy Delivers 'David-Apollo'

The Navy undertook an unusual and exacting task when it pitted its abilities against the difficulties of statue-moving.

The destroyer tender USS *Grand Canyon* (AD 28) was detailed to bring a Michelangelo statue known as "David" or "David-Apollo" from Naples, Italy, to Norfolk, Va. The four and one-half-foot figure was brought, padded and double crated, to the pier by truck—preceded by a guard of honor. With all hands mustered on top-side, a suitable ceremony was performed while the statue was hoisted aboard and lowered into the ship. Approximately 80 Latin dignitaries were present, and movie cameras recorded the rite.

After arriving in the U. S. and removing the statue from *Grand Canyon*, the Navy undertook the land portion of the transportation job. A Navy truck, manned by a Navy commander, a Navy driver and a sailor armed with a machine gun, hauled the figure from Norfolk to Washington, D.C. There, "David" was placed safely in the National Gallery of Art.

In loaning the statue to the U. S., Italy side-stepped its own law made some years ago forbidding the removal of art objects from the country. Disregard of the law was justified by the Italians on the grounds that the prohibitive rule is to be repealed shortly.

The small "David" was sculptured by Michelangelo during his old age, and is a copy of an 18-foot-tall statue created by the artist in his youth. Until the statue was brought to America, Michelangelo was believed to be one of only two great artists not represented in this country. The other is Leonardo da Vinci.

The statue will be returned to Italy at some future date.

New Navy Hospital

A new hospital is being built by the Navy to replace the temporary structure at the Naval Hospital, St. Albans, Long Island, N.Y.

Consisting of a six-story administration and treatment building, a two-story subsistence building and six three-story ward buildings, the new hospital will cost $14,823,000, and is the largest lump-sum hospital contract ever awarded by the Bureau of Yards and Docks.

Included in the hospital facilities will be a 20,000,000-volt betatron, the largest ever built for cancer therapy.

The betatron therapy building will be constructed underground and surrounded by 18-inch concrete walls. It will have a six-inch floor and a 12-inch ceiling, plus earth and concrete cover. Because of the penetrating power of the rays generated by the betatron the end of the room toward which the beam is focused will be backed by an additional eight feet of earth fill and a second concrete wall.

Doors to the betatron room will be covered by sheet lead one-inch thick. The betatron tube will be surrounded by a heavy lead container and cooled by freon gas. During X-ray treatments by the apparatus the machine will be operated from another room by remote control and the operator will view the patient by television.

Completely modern, the hospital's buildings will be equipped with conduits for television and bedside radios at each of the 600 beds. The operating unit will be air conditioned with means to control relative humidity and temperature at a constant level. The floors will be grounded to eliminate static electricity and prevent explosion of anesthetic vapors. All buildings will be connected by passageways.

The hospital will require two and a half years to complete.

Portable X-Ray Machine

Navy and civilian technicians have perfected an X-ray machine which combines high penetrating power, light-weight portability, and maneuverability in close spaces aboard ship.

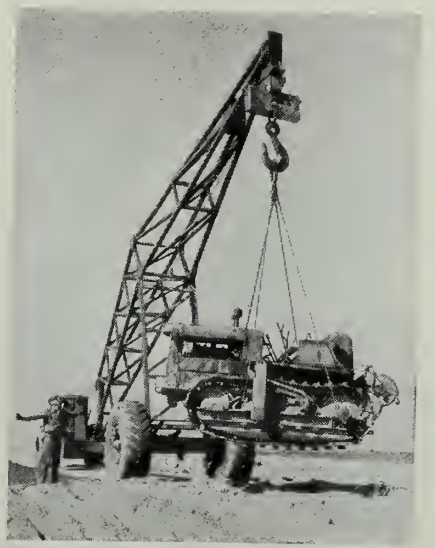
After three and one-half years of work, this equipment has been released for general industrial and medical use.

Previous X-ray machines were of two types. One type had a comparatively light tube head, but required heavily armored high tension leads which prevented suitable manipulation in narrow spaces aboard ship. The other type, having flexible, low-power leads, has been too large and heavy for many uses. The new equipment combines the lightness in weight and small size which are necessary for portability aboard ship with flexible, low-power leads. The leads may be attached to the tube head and transformer after the head has been correctly positioned.

The gas insulated tube head of the new equipment weighs only about 108 pounds and is less than 16 inches in diameter and about 38 inches long. The head contains the transformer and X-ray tube. Its rated output is 250,000 volts, but because of tube and transformer characteristics it is comparable to previous equipment rated at approximately 280,000 volts.

The new equipment was developed primarily for industrial use, especially for radiographing welds in ships' hulls. It is equally suitable for locating defects in piping and machinery already installed in the ship and for examining welds in boilers and large pipe lines.

Because of the penetrating power of the X-rays produced, the equipment is expected to be valuable in the medical field. The only heavy portion of the equipment, the power unit, can be located as far as 200 feet from the head and control panel.



HEAVY tractor floats through the air with greatest of ease, as tank transporter is used by daring Seabees.



VERSATILE attack plane, faster and heavier armed than predecessors, AM-1 Mauler has passed carrier qualification tests on board USS *Kearsarge* (CV33).

One *Panther* Per Day

A group of 400 *Panther* jet fighter planes is coming off the assembly line at the rate of one per day. The planes are destined for duty aboard Navy aircraft carriers (see ALL HANDS, January 1948, p. 23).

The Grumman *Panther*, designated the F9F by the Navy, is expected to be one of the two chief operational planes aboard flattops during the next few years. The other fighter is the twin-jet McDonnell F2H *Banshee*.

Approximately one-third more man-hours per plane are required for the *Panther* than for building the F8F *Bearcat*, the last propeller-driven fighter built by Grumman. Closer tolerances in assembling parts and more complex operations requiring special tools are the factors that build up the necessary man-hours. Plant officials state that this would not necessarily bring about slower production, but would increase the number of people working on each plane. As a result, and because of increased material costs, the new plane is more expensive.

The *Panthers* now coming off the assembly line are little changed from original models completed a year ago.

With its one-a-day schedule, the manufacturer is now turning out only as many planes in a week as it produced during an eight-hour shift at peak wartime production. The single "pilot assembly line" now operating could be expanded quickly, if necessary, to vastly increase the rate of output.

2 Tin Cans to Turkey

The Navy is transferring two of its destroyers to the Turkish Navy.

Veterans of World War II, USS *Buchanan* (DD 484) and USS *McCalla* (DD 488) are being reactivated at the Naval Shipyard, Charleston, S.C., in preparation to being sailed to Turkey early this year.

Nucleus crews of the Turkish Navy consisting of six officers and 31 enlisted men per ship are assisting in the reactivation. They will be embarked in the ships as passengers during the voyage. The vessels will be operated by Navy crews until arrival at Turkey.

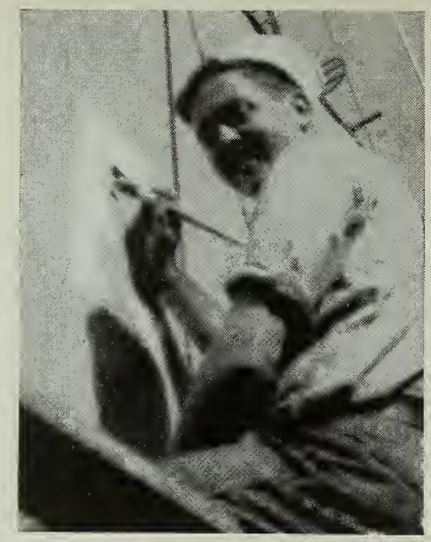
A small number of U. S. Navy personnel will remain in Turkey for several months after the transfer to act as instructors and technical advisors. Other crew members will return to the U. S. immediately to their regular duty stations.

The present commanding officers of the destroyers USS *Cone* and USS *Cory* will assume command of the two transferred destroyers for the voyage. They will return to their regular commands after the transfer has been effected.

Buchanan was commissioned in March 1942, participated in seven major operations in the Pacific and was awarded the Presidential Unit Citation for service throughout the Solomons campaign.

McCalla was commissioned in May 1942, participated in 15 major engagements and was credited with destroying or assisting in the destruction of one enemy heavy cruiser, two destroyers and miscellaneous landing craft.

Transfer of the vessels was made under Public Law 472, 80th Congress, which authorized funds for the Greek-Turkish aid program.



BATTLE efficiency 'E' is painted on bridge of USS *Ernest G. Small (DD838)* by John B. Turner, BM1.

'Flying Wing' Fighter

The Navy has a new "flying wing" fighter designed for carrier operation.

Tailless, and with swept-back wings, the jet plane has successfully completed its initial flight tests and is expected to be placed in production. Unconventional in appearance, it is capable of speeds in excess of current models of operational jets, land or carrier bases, and is rated in the "over 600-mile-an-hour class."

The plane is designated as the XF7U-1, and is powered with two turbo-jets. Additional power for combat performance is supplied by after-burners. The plane has a high rate of climb that is primarily due to its high thrust-weight ratio and its tailless design which presents less exposed surface to create drag.

To overcome the tremendous forces brought on by high speed flight, all controls in the fighter are provided with hydraulic boosts. By this boost system the pilot provides, in effect, only the signal for the work he desires to be done; the actual work is performed by jacks, somewhat similar in theory to hydraulic automobile jacks. Since the control surfaces are hydraulically operated, the designers had to incorporate an artificial "feel" for the pilot which simulates the control forces encountered in conventional aircraft.

One-Man Force

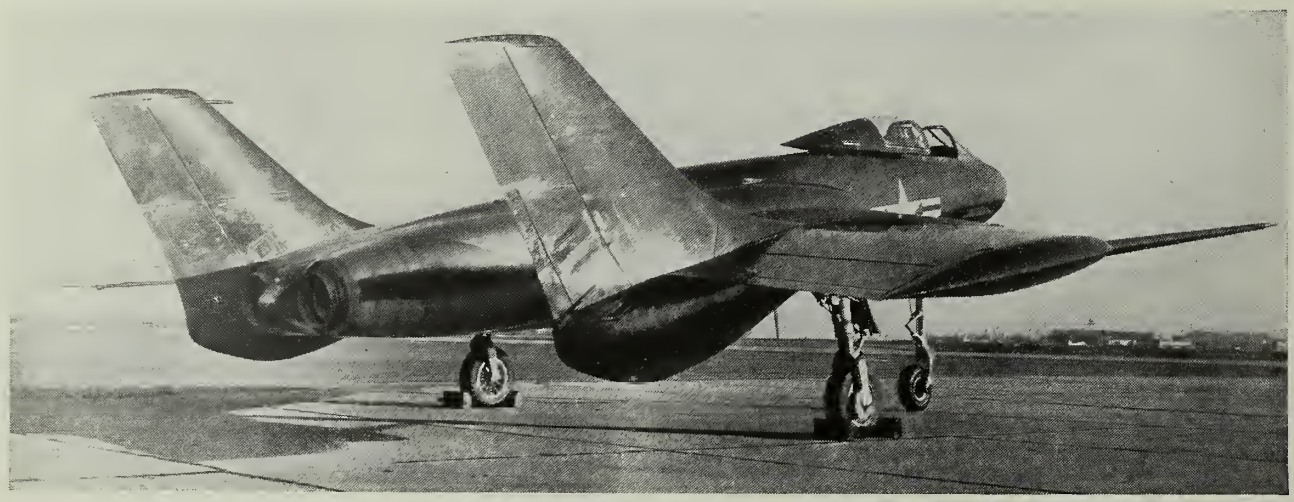
Even though it's a one-man force, the Navy for the first time since 1828 has an enlisted man assigned to duty at Carlisle Barracks, Pa.



Chief Swatski

He is Joseph T. Swatski, YNC, who was ordered to duty at the Armed Forces Information School in Carlisle, a former Army institution, to lend a knowledge of Navy administrative details when the number of Navy instructors increased as the school became available to personnel of all services.

The last enlisted personnel assigned to Carlisle were attached to a Navy recruiting station there in 1828.



RADICAL, delta-shaped wing and blistering speed characterize the XF7U-1, one of Navy's new shipboard fighters.

Pilotless Aircraft

Stub-winged missiles tested at the Naval Air Missile Testing Center, Point Mugu, Calif., have made the longest sustained flights ever made by pilotless aircraft powered by ram-jet engines.

The Navy-tested missiles are designated PTV-N-2A (Gorgon IV). Piloted by remote control and tracked by radar, they have made several sustained controlled flights of more than 10 minutes.

Ram-jet engines depend on a difference in momentum between entering air and exhaust gases for their thrust. They have no thrust until they reach a certain speed, and therefore cannot take off under their own power. In the tests at Point Mugu, the Gorgon IV was taken aloft and released by a modified P-61 Black Widow fighter borrowed from the Air Force.

The 1,600-pound Gorgon is a high-winged monoplane made entirely of metal. It is 22 feet in length and has a wing span of 10 feet. Seven hundred pounds of its weight is derived from the 116 gallons of ordinary 80 octane gasoline ram-jet fuel with which it is supplied when it is launched.

Power for the Gorgon IV is furnished by a circular ram-jet suspended below the fuselage. It is seven feet long and 20 inches in diameter at its widest point. The engine has no moving parts except a fuel pump. About the only other part commonly associated with a power plant is a single spark plug.

The missile is completely instrumented to send to a ground receiving station such data as speed, altitude, brake drag, controlability, engine operation and other vital information. The telemetering system proved to be highly reliable. Much information for further evaluation of the ram-jet was recorded during the flights.

Parachutes installed in the Gorgons are released automatically when powered flight is terminated. In several instances during the tests, the missiles were recovered with very little damage and only a minimum of work was necessary to prepare them for further flight.

Ram-jet engines are believed to have almost unlimited possibilities for driving missiles at speeds far beyond that of sound. The Gorgon IV, however, is not designed nor intended to fly at such speeds. When a high subsonic speed was reached in the tests, drag brakes were applied to maintain the desired velocity.



WORKHORSE *Catalinas* of VR-23 haul unusual cargoes to natives of Trust Territory as part of Navy's effort to make the AVCA self-sufficient.

PBYs Haul Variety of Cargoes to Trust Territory

Changing times touch the islands of the south seas as well as the rest of the world, as inhabitants of the Trust Territories of the U.S. Navy can readily observe. While Grandpa tells of the excitement caused by visiting trading schooners "only yesterday, seems like," Junior dashes out to watch a tramp seaplane come into harbor.

Veteran PBYs of Air Transport Squadron 23 are the "tramp steamers of the airways" that run the island circuit today. In variety of cargo carried, these ships hold their own with the most diversified trader of any era. They get there with the goods, too, be it babies, bugs or boatswains.

The planes constitute feeder lines for the Military Air Transport Service. They serve areas of the Trust Territory not normally reached by surface transportation. Being virtually the only means of communication between the widely scattered islets and atolls, the plane crews encounter a fantastic array of hauling jobs.

Palau snakes to be moved to a MATS terminal for further transfer to the San Diego zoo was one weird cargo. A species of large black wasps called Scolias flown from Singapore, to the western Carolines to combat coconut beetles was another.

Once the squadron flew 270 white rats to Ponape Island in the eastern Carolines for experimental purposes in fighting a tropical ailment.

Radios and newspapers are rare in the islands touched by the flying schooners, so the island citizens welcome the fliers as bearers of world news. Many of the islands are visited by ships only at intervals of two or three months.

Crews of the squadron are faced often with difficult problems of seamanship. There are few established facilities for planes, and the crewmen must improvise to suit the current situation. At times they find aircraft mooring buoys laid by the squadron; at others they must tie up to sunken ships, palm trees or marker buoys. Sometimes it is necessary to drop anchor on coral formations protruding upward from deeper water. The only aids to navigation in the remote areas often are the plane commander's judgment and experience.

The PBY Catalina piled up a war record that remains impressive even now with the advent of jet propelled aircraft. When the Cats first arrived in the South Pacific during the war, most men were inclined to ridicule these awkward looking flying boats and facetiously nicknamed them "Dumbos" or flying elephants. In the ensuing months the Cats earned the respect of all.

SIDELINE STRATEGY

"There are not only two Iron Men, but three or maybe four," says Commander Randolph Meade Jr., USN, in response to ALL HANDS' query on the history of the famous trophies. "The two



trophies pictured in ALL HANDS were in Battle Force and Asiatic Fleet competition. There was another Iron Man competed for by the Scouting Force as late as 1940, but I don't know what happened to it. It seems the Atlantic Fleet also had an Iron Man, but I'm not positive."

* * *

When a Pacific Fleet football squad composed of DesPac and Hawaiian Air Command players took on a Mexican All-Star team in a post-season game they were worried as much about the high altitude as they were the flashy, aerial-minded Mexican team. The playing field was a mile and a half above sea level and personnel unaccustomed to the height were usually gasping for breath after a few minutes of exertion. The



Navy gridironers overcome the thin-air handicap by feeding the players oxygen during the game and went on to win 33-26.

* * *

Personnel at the Naval Construction Battalion Detachment 1801, located at Point Barrow, Alaska, are howling with indignation at an item which appeared in this column (November 1948). "We desire to take issue with our sea-going cohorts on board USS *Union* who claim they are North Pole Softball Champs," they write. "While we year-around residents don't mind the summer time visitors having their fun, we do feel they shouldn't claim the championship based on only one game and that game not against the real champions."

The Seabee residents of the Far North went on to say they chalked up seven victories against the native team and compiled a total of 13 victories against no defeats. "In fact, the Seabees of NCBD



1801 are the hottest outfit in the Arctic," they report.

* * *

Several net stars of last year's fine Navy basketball teams as well as an excellent crop of newcomers will be swishing 'em this season. SubPac has a great guard in Lieutenant (junior grade) W. W. (Wild Willie) Chandler, MC, USNR. High scoring ace Kenneth Fons, BM3, USN, is sparking the Naval Quarters I quintet. Pearl Harbor Naval Base has a good man in Obra Abbott, YN3, USN.

Preliminary reports indicated several basketball teams around the Navy are showing championship class. NAS San Diego, NAS Moffett Field, MCRD San Diego, NATTC Memphis, Parris Island Marines, Pensacola Navy, NAS Norfolk, Little Creek Amphibs, Naval Quarters I, Washington, D. C., and, of course, Quantico, appear to be rolling along nicely. —Earl Smith, PNC, USN, ALL HANDS Sports Editor.

All-Navy Boxing Tourney

The All-Navy boxing championship bouts will be held in the Civic Auditorium, Oakland, Calif., during the week of 22 May 1949.

One eight-man team from each of the Navy's eight sports groups will throw leather at the final matches. These teams will consist of a group champion in each weight division. The All-Navy champs in each weight division will be picked on a single-elimination basis.

Picking the top contender in each sports group to represent that group at the All-Navy finals will be accomplished by a designated command within the group. These commands are:

- Com 11 will select a champion in each weight division from among the fighters of the 11th, 12th, 13th and 17th naval districts to represent the West Coast Group in the finals.
- ComWesSeaFron will select a champion in each weight division from the pugilists of all Pacific Fleet units on the West Coast to represent the Pacific Fleet Group in the finals.
- ComServPac will pick one champ in each weight division from the boxers of all naval activities ashore or afloat in the Hawaiian Area to represent the Hawaiian Group in the finals.
- ComServPac will also pick a champion in each weight division from the fighters of all naval activities based west of the Hawaiian Islands to represent the Far East Group in the finals.
- Com 6 will select a champion in each weight division from the fighters of the 6th, 8th and 9th naval districts to represent the South Central Group in the finals.
- Com 3 will pick a champion in each weight division from the fighters of the 1st, 3rd and 4th naval districts to represent the Northeastern Group in the finals.
- Com 5 will pick a champion in each weight division from fighters of the 5th, 10th and 15th naval districts, PRNC and SRNC to represent the Middle Atlantic Group in the finals.
- ComServLant will pick a champion in each weight division from among pugilists of Fleet and shore-based units of the Atlantic Fleet, including units operating in Europe and the Mediterranean to represent the Atlantic Fleet Group in the finals.

All enlisted personnel on active duty in the Navy, Marine Corps and Coast Guard are eligible to take part in All-Navy boxing competition. Any

person with professional boxing experience is ineligible to compete.

Amateur Athletic Union Rules for Boxing will govern the All-Navy boxing championship tournament. BuPers has directed that strict interpretation of rules be applied.

Outstanding Athlete

An outstanding woman athlete is now executive officer of the Wave Training School, Great Lakes, Ill.

The exec is Lieutenant Rayma Wilson, (W.) USNR, a former Olympic track and swimming star. Lieutenant Wilson was a member of the 1928 U. S. Olympic team and established world records for the 400 and 800 meters dashes at the Olympic Games held in Holland that year.



LT Wilson

Prior to her present assignment Lieutenant Wilson served as recreation and athletic officer of the Wave Midshipman School, Northampton, Mass.; Wave Training School (Enlisted) Bronx, N. Y., and of NAS Kahului, Maui, T.H. She also was a physical education instructor at the University of Southern California while working for her Ph.D. degree.

In addition to her track and swimming accomplishments, Lieutenant Wilson holds the Navy's Expert Pistol medal.

Impressive Sports Record

Athletes of Utility Squadron 7, Pacific Fleet, are rolling along in fine style. Fielding teams in 11 sports, the Squadron's "Invaders" teams have compiled an impressive record.

The activity's basketball team collected trophies for the North Island Fleet Air Detachment Championship, the NAS North Island Perpetual Trophy and the 11th Naval District Eastern League championship.

Improved Physical Fitness

The need has been emphasized for increased effort by naval personnel in acquiring and maintaining a satisfactory state of physical fitness.

In a message to all ships and stations, BuPers pointed out that through Bureau-sponsored competition in the major sports a large number of officers and enlisted personnel are taking part in athletic games designed to improve their physical well-being. While this program generally encourages individuals to give consideration to their own physical condition, additional impetus is required for the program to be more fully effective.

Flag and commanding officers were requested by the directive to inaugurate a vigorous campaign emphasizing the importance of physical fitness to both the individual and the Navy. They were asked to stress the fact that physical fitness is a matter of "individual responsibility."

BuPers stated that officers and enlisted personnel, through personalized effort and self-discipline, must include some form of exercise in their daily routine in order to attain a state of physical fitness commensurate with that expected of military personnel.

The letter pointed out that successful prosecution of a physical fitness program lies with the commanding officer, since he is cognizant of the problems affecting his command. By encouraging the use of available athletic facilities, both ashore and afloat, and by granting more off-duty time to personnel for this purpose as operating schedules and work loads permit, BuPers feels a higher standard of physical fitness can and will be achieved.



ON-THE-JOB training is given Guamanian high school student by T. B. Razlaff, PIC, of the *Guam News* staff.

Now 3 Men Have Earned 8 Good Conduct Awards

While not yet reaching any astronomical proportions, the number of Navy men known to have earned eight Good Conduct Awards is increasing. There are now three.

The third man to earn this impressive array of awards is Charles J. Holmes, QMC, USN, known more widely in the Navy by his former name—Charles J. Czuprynski. The other two are Bruno Reich who retired from the Navy in 1947 as chief yeoman and Paul Kempe who retired in 1922 as a chief boatswain's mate. (See ALL HANDS, November 1948; p. 55).

Chief Holmes, who was ordered to NTC, San Diego, Calif., in April 1948 as a recruit instructor, began his naval career in 1919, at the age of 17. He enlisted at Buffalo, N.Y., received recruit training at NTS Great Lakes, Ill., was given additional training at Hampton Roads, Va., and went to sea aboard the battleship USS *Delaware*.

Duty aboard a long series of the Navy's most legendary ships followed, with names like USS *Oglala*, USS *Canopus* and USS *Chaumont* appearing among his duty assignments. For three and one-half years he was a signal instructor at the Naval Academy, Annapolis, Md. Other shore billets were a period on the Honolulu, T.H., shore patrol, a tour of recruiting duty and an assignment as officer-in-charge of small craft, Newport, R.I. He held the ranks of boatswain and chief boatswain during World War II.

The change in the chief's name from Czuprynski to Holmes is in itself an interesting and inspiring story. Although Holmes had contemplated the change for years, it was not until 1947 that he got a court decree permitting it. The new name became official in the Navy in 1948.

"With conditions as they are I wish to bring up my children in an American way and American atmosphere," Chief Holmes stated in requesting the change. "My oldest daughter came home from school one day and wanted to know why she had to spell her name while other children did not have to. I've been spelling it for over 20 years and know only too well the confusion it has caused at times."

THE BULLETIN BOARD

Qualified Enlisted Waves May Apply for Commissions To Fill Existing Vacancies

Indoctrination classes for women selected for appointment as line officers in the Regular Navy under authority of BuPers Circ. Ltr. 182-48 (NDB, 15 Oct 1948) will convene twice each year—in January and July.

In stating the above, BuPers Circ. Ltr. 244-48 (NDB, 31 Dec 1948) reiterates that qualified enlisted women on active duty may apply for appointment to fill existing vacancies in the Regular Navy in the Line and Medical Service Corps. Applications for appointment to the Line must be in the Bureau of Medicine and Surgery by 1 May to make applicants eligible for assignment to the July class.

No quotas will be assigned under the program. Applications of all qualified candidates will be forwarded. Selected candidates will be appointed ensign in the Line or in the Medical Service Corps.

Qualifications and method of making application are prescribed in BuPers Circ. Ltr. 182-48. Applications for appointment in the Medical Service Corps as requested by that letter are desired until further notice. It is anticipated that applications for appointment to other staff corps will be requested later.

All applications received after deadlines automatically will be considered for the next class.

New School Will Convene For Navy Instrumentmen

First class of a new school for training instrumentmen will convene on 2 May 1949.

Known as the Naval School, Instrumentmen, Class A, the school will operate as a component of the Advanced Technical Service Schools, Receiving Station, Washington, D.C.

The course of instruction will be 32 weeks in length. With an instruction capacity of 20 students, 10 trainees will be admitted every 16 weeks. Ratings eligible for the course will be seaman apprentices, seamen, fireman apprentices, firemen, and instrumentmen, third class.

Fleet Oiler's Gun Crews Prove They're Hot Shots

Target drones are ducks on the pond for keen-eyed 40-mm. gun crews of the tanker USS *Waccamaw*.

Four went up and four came down under *Waccamaw's* guns during Sixth Task Fleet gunnery firing exercises in the Mediterranean, a surprising mark for a ship whose crew is composed of one-third boots and whose three 40-mm. gun captains are a third class boatswain's mate, a first class gunner's mate and a seaman.

Although *Waccamaw* (AO 109) was a relative newcomer to the fleet, personnel of the task force are reportedly asking themselves whether the ship is a fleet oiler as designated or a cruiser. *Waccamaw's* men had been at the guns for only two firings previous to the exercises.

Schools for Telemen Opened In Norfolk and San Diego

Schools for the instruction of present and future telemen now are in operation following reorganization and revision of courses at San Diego, Calif., and Norfolk, Va.

Students will receive 16 weeks of training at the newly established Class A school for telemen in Norfolk and San Diego. The schools are intended to equip personnel in technical qualifications for the rating of TE3. The first class convenes 14 Feb 1949, with new increments of 15 entering every four weeks thereafter.

The Class A telemen schools replace the former teletype operators' school at Norfolk and absorbs portions of a similar course at San Diego. They provide complete training in operation of teletype equipment. Quotas are administered by ComServPac and ComServLant for Fleet units and by BuPers for recruits.

Effective 31 Jan 1949, the curriculum for the Class C Teletype School, San Diego, Calif., was revised, eliminating the four-week operators' course. This course has been incorporated in the telemen school. Trainees eligible for teletype school continue to be rated radiomen, telemen or fully-qualified strikers.

Information Clarified on Pay Status of Reservists Receiving Disability Pay

Many letters have been received noting the discrepancy between certain paragraphs in ALL HANDS, October 1948, p. 40, and current laws and regulations on the subject.

Members of the Organized, Volunteer, and Merchant Marine Reserve, including personnel on the honorary retired list of the Naval Reserve, with or without pay, may not draw in their Reserve status any monies from naval appropriations if they are receiving monies from the government of the United States for their own service-connected disabilities.

They may renounce, as distinguished from temporary waiver or suspension of, their entitlement to monies from the government of the United States for their own service-connected disabilities and, subsequent to presentation of documentary evidence from the Veterans Administration that payment of the renounced disability awards have been discontinued as of a given date, they may, in their Reserve status, thereafter receive monies otherwise due from naval appropriations at any time subsequent thereto.

A member of the Fleet Reserve may, for personal reasons, elect to receive a disability award from the government of the United States for his own service-connected disability concurrently with receipt of his retainer pay, provided, he executes a waiver of retainer pay in an amount equal to the amount of the award otherwise due from the Veterans Administration.

Fleet Reservists and personnel on the honorary retired list of the Naval Reserve may not receive pay for attending drills or performing equivalent instruction or duty, appropriate duty, administrative functions, or training duty, but may be ordered to active duty in time of war or national emergency or with their own consent in peacetime, provided their retainer or retired pay and any compensation received from the government of the United States for their own service-connected disabilities, is suspended for the duration of their respective periods of active duty.

Here's Complete Roundup of Proposed Legislation Affecting Naval Personnel

The opening of the 81st Congress saw many bills proposed for legislation which may affect the naval establishment.

Action on bills passed by Congress and signed into law by the President will be followed in future issues of ALL HANDS.

Here are some of the bills in which naval personnel are interested:

Dependents Travel—House of Representatives Bill No. 50: Introduced; to extend section 12 of the Pay Readjustment Act of 1942 to cover travel of dependents in anticipation of orders of permanent change of station.

California Academy—H.R. 82: Introduced; to provide for an additional naval academy in the southern district of the State of California.

Leave Payment—H.R. 109 Introduced; to amend the Armed Forces Leave Act of 1946 to provide that payments be made to survivors for unused leave accumulated after 8 Sept 1939 by a member of the armed forces separated from service by death before 1 Sept 1946.

Dependents Facilities—H.R. 140: Introduced; relating to the furnishing of transportation and housing facilities for the immediate family of members of the armed forces on duty outside the U. S.

Academy Appointments — H.R. 172: Introduced; to increase the number of midshipmen at the U. S. Naval Academy allowed for delegates in Congress.

Service Transfers—H.R. 236: Introduced; to authorize the interservice transfer of officers.

Reserve Benefits—H.R. 318: Introduced; to provide for benefits for members of the Reserve components of the armed forces who suffer disability or death from injuries incurred while engaged in active duty training for periods of less than 30 days or while engaged in inactive-duty training.

Oleomargarine Utilization — H.R. 330: Introduced; to authorize the use of oleomargarine by the armed forces.

Pension Exemptions—Senate Bill No. 87: Introduced; to grant exemption from income tax with respect to $1,500 of the amount paid to any individual by the U. S. or by any state or political subdivision thereof as a pension, retired or retirement pay, or as a retirement annuity.

Navy First Enlistments Drop Due to Restricted Quotas

Navy first enlistments for three, four or six years dropped off in November 1948 due to restricted recruiting quotas while reenlistments, extensions and one-year enlistments of 18-year-olds showed an increase.

First enlistments, exclusive of one-year trainees, were 6,405; reenlistments and extensions totaled 2,125; and one-year enlistments, 1,827. Total Navy enlistments during the month were 10,357.

Normal first enlistments in the Marine Corps totaled 703 during November, there were 486 one-year enlistments by 18-year-olds, and 453 reenlistments and extensions—for a total enlistment figure of 1,642 for the month.

The armed forces as a whole showed an increase of more than 15,000 during the month.

New Academies—S. 151: Introduced; to provide for the construction, equipment and operation of an additional military academy and an additional naval academy.

Extension of Benefits—S. 215: Introduced; to extend disability and death benefits to personnel of the Reserve components of the armed services while on active duty or in training.

Reserve Allowances—S. 222: Introduced; to provide for payment to certain retired Naval and Marine Corps Reserve officers of a lump sum equal to their active duty pay and allowances for the period during which such officers remained in an inactive status without pay.

Retirement Limits—S. 223: Introduced; to remove the limitation on amount of retirement pay under certain conditions, of persons retired for disabilities resulting from injuries or disease incurred in line of duty in the military or naval services.

Mustering-Out Sums—H.R. 477: Introduced; to amend the Mustering-Out Payment Act of 1944, as amended, to provide mustering-out payments for certain persons discharged or relieved from active duty service in the armed forces to accept employment.

Free Postage—H.R. 548: Introduced; to grant free postage to members of the armed forces who have been inducted into the service under the provisions of the Selective Service Act of 1948.

Tax Exemptions—H.R. 563: Introduced; to amend the Internal Revenue Code to provide certain exclusions from gross income with respect to the pay of military personnel.

Survivors Pensions—H.R. 567: Introduced; to provide that pensions shall be extended to widows and children of deceased World War II veterans on the same conditions as they are now extended to the wives and children of deceased World War I veterans.

Household Effects—H.R. 778: Introduced; to authorize payment for the transportation of household effects of certain naval personnel.

Service Welfare—H.R. 886: Introduced; to provide for the common defense in relation to the sale of alcoholic liquors to the members of the land and naval forces of the U. S. and to provide for the suppression of vice and gambling in the vicinity of military camps and naval establishments.

Pension Awards—H.R. 899: Introduced; to liberalize the basis for award of disability pension.

Pension Increases—H.R. 900: Introduced; to provide increases of compensation for certain veterans with service-connected disabilities who have dependents.

Separated V-10 Personnel May Reenlist in Class V-6

V-10 enlisted personnel (Waves) being processed for separation no longer have an option to elect release to inactive duty.

They may, however, reenlist in USNR Class V-6 for inactive duty. Recruiting Multiple Address Order No. 10-48 of 9 Dec 1948 authorizes separation activities to reenlist women eligible and applying for reenlistment in USNR Class V-6 for inactive duty.

All enlisted women at present serving in Class V-10 USNR are to be discharged by 15 Apr 1949. BuPers letter Pers-62-zkk dated 8 Dec 1948 to commandants points up the terms of reenlistment for such personnel.

Ship's Service Profits Help Pay for Navy's Welfare and Recreation Programs

Did you know that every time you spend a dollar in your ship's service store or ship's store you're rewarding yourself in more than one way? It's a fact. First, you get the merchandise you bought. Then later the profit earned from the sale is returned to you in the form of movies, or a book from the library, or maybe it's that new ping pong set you're enjoying.

Every time you indulge in a few catcalls or give out with the oh's and ah's as a svelte siren gives with the bedroom eyes on your ship's movie screen, you can be mighty proud you released your squeeze on the buffalo adorning that last remaining nickel. That is, if you patronize your ship's store and also enjoy recreational facilities the Navy's supplying every sailor.

If you want to know how all this comes about, lend an ear.

Since numbers are impressive you should be interested to know that for the fiscal year 1948 (that's the one which ended last 30 June), men in the Fleet and shore based activities contributed $7,892,631 to the Navy's welfare and recreation program. That figure represents profits from ship's service stores and ship's stores—a little less than 77 per cent of the total amount of $10,242,631 which was available from all sources for welfare and recreation purposes.

In other words, your purchases of toothpaste, candy, shaving gear and other necessities or comforts paid for the greater share of the recreation program you should be enjoying now. With Grable taking a back seat for awhile, look at some other figures.

During fiscal year 1948 profits from ship's service stores and ship's stores which were used for the Navy's welfare and recreation program were as follows:

- Ship's service stores—$5.924,199.
- Ship's stores—$1,968,432.

The difference between the total of these two figures—$2,350,000—was what Congress appropriated. But what the Congress appropriated. then and for the present year, could be spent only for certain specified activities. The welfare appropriation is confined to spending on libraries, payment of teachers for naval dependents outside continental United States, the Armed Forces Radio Service, motion pictures for overseas bases and on naval vessels, and certain ecclesiastical equipment.

That leaves a big hunk of money still necessary to operate the Navy's recreation program. It is this program, administered by your commanding officer under general policies set by the Bureau of Personnel, that aims to keep you in a high state of happiness all the time. It's this program that attempts to keep you mentally, physically and emotionally fit. It's a going concern in supplying wholesome creative activities such as music, arts and crafts, athletics, dramatics, social activities and the like.

So great—and important—is this adjunct to naval life that its financing should be of interest to all hands. For example, it costs over $3,000,000 alone to supply fleet and overseas bases with motion pictures. Roughly half of this amount is provided by Congress. Appropriations by themselves obviously are hardly enough for the huge welfare and recreation program. That's where every man in the Navy comes in.

Out of every dollar spent in a ship's service store between six and seven cents profit is channeled to the welfare and recreation program throughout the Navy. That's the general average after payment for the actual cost of the item purchased and all operating expenses. This money is known as non-appropriated funds.

It's this money—your money—which pays for nearly all your recreational activities and equipment. Here's what you get:

Motion Pictures—The flickeroos that reach your ship or overseas station, you already know, are your principal form of entertainment. Five motion pictures are selected by BuPers each week for distribution to overseas personnel and forces afloat. Distributed soon after national release, 23 copies of each are leased for your enjoyment. In continental United States distribution is handled by naval district motion picture officers.

The movies are the most widely patronized of all the recreational programs. Your likes and dislikes are taken into consideration by the Navy Motion Picture Exchange at Brooklyn, N.Y. Selections are based on past experience, and while more sailors prefer musicals to other types of pictures, you can be assured that other kinds of films will be shown. If you'll look over the annual library of movies, you'll find pictures to suit a wide range of tastes.

Armed Forces Radio Service—Most sailors are familiar with this listening feature which is a joint activity of the Army, Navy and Air Force with headquarters in Los Angeles, Calif. AFRS supplies shortwave broadcast programs to overseas bases and decommercialized recordings to individual ships and stations overseas and to hospitals within the U. S.

No small task is the supplying of this entertainment medium. Only days, and hardly more than a week, elapse between the time a major nation-wide radio program is broadcast in the U. S. and when its recorded counterpart reaches your ship or overseas station. Arrangements often are made for broadcasting special sports or other events via shortwave direct to you.

V-Disc Program—Another cooperative venture, this program provides the latest in musical and entertainment recordings for the benefit of

WAY BACK WHEN



Show A Leg

A recruit first greeted with the term "show a leg" may wonder at the origin of this old sea term.

In the days of King George III it was customary for sailors to have women accompany them on the longer voyages. The bosuns holding reveille had to have some way to tell whether an occupant of a bunk was male or female so he would ask to see a leg. If it was adorned in silk the occupant could go on back to sleep. If not, it was hit the deck and turn to.

In today's Navy showing a leg is proof that you're awake and that you have heard reveille.

forces afloat and overseas. Name bands, singers and other artists furnish the talent for the 30-minute records. V-disc kits contain 10 of these recordings. Ships and stations subscribe to this service, making payment from local recreation funds.

Hobbycraft—A war-time baby, this youngster has grown to become one of the Navy's most diversified programs designed to reach virtually every ship and station. Represented are 30 hobbies from lapidary art to woodworking. It's BuPers' hope that every ship or station which wants a hobby shop will be able to realize that desire. Details of planning are available, including specifications, instructions, plans, lists of materials, tools and supplies.

Athletics—There's hardly a person in the Navy who is not affected by the physical fitness feature of the recreation program—either as participant or spectator. While the main purpose of this phase is to maintain a high degree of physical fitness for naval personnel, a corollary desire is to have sailors get the benefits of competitive sports.

Whether you're playing catch or are a member of a basketball or football team makes no difference. It's the idea of developing competitive spirit, teamwork, sportsmanship and pride in the organization. The equipment you use comes out of the recreation funds which are built up by your ship's service and ship's store purchases.

Library Service—All the reading done by sailors isn't confined to the so-called comic books. Known as voluminous readers, American sailors are particularly fortunate in having a library service that suits the needs and likes of every man. Those books on the shelves of your ship's library didn't get there by accident—on the contrary, it is a carefully planned operation. The selection and distribution of new books is carried out by BuPers as is initial stocking of libraries for ships and stations going into commission.

Quota of books for shore stations is two books per man, while the average is one and a half for ships. Periodic shipments of new books are made automatically and additional replacements issued as required.

All this and more is yours, mostly because of your purchases in ship's service stores and ship's stores. Three funds take care of the Navy's welfare and recreation needs—local, command and the BuPers central recreation fund. Net profits from ships' and stations' resale activities are immediately available to the commanding officer to support his local program. The excess of these sources reverts to BuPers' central fund.

The combination of the three funds together with appropriated monies are used to support the program in the over-all procurement of services on a Navy-wide basis. BuPers' funds are redistributed to individual ships and stations which need support for their local programs. To more clearly understand this operation, let's take a look at composition of the various funds:

- Local recreation funds are built up from profits of ship's service stores and ship's stores.
- Command funds derive their incomes from assessments upon local recreation funds within the commands. When justified and funds are available, grants from the BuPers' central fund may be made.
- The BuPers' central recreation fund is replenished mainly from deactivated local recreation funds and a percentage of profits returned from local recreation funds.

These are the funds which maintain the Navy's recreation program. BuPers alone allots from its central fund money for many items on a Navy-wide basis which could not be done otherwise. It also makes allotments to local commands where necessary and advisable. During the last two fiscal years, BuPers spent more than $3.000.000 of non-appropriated funds. That's in addition to approximately $7,000,000 which went directly to local recreation funds from profits of the Navy's resale activities.

Because of this tremendous spending rate, BuPers in conjunction with the Bureau of Supplies and Accounts issued a directive calling for (1) increasing the percentage of ship's store profits sent to the BuPers central recreation fund, (2) resuming a percentage levy by BuPers against ship's service store profits, and (3) a Navy-wide reduction in spending non-appropriated funds. BuPers expects to spend $2,700,000 in the present year ending 30 June 1949 for non-appropriated support for fleet movies, grants for improvements and to pay existing commitments.

It's all an involved process, hut each person in the Navy benefits, whether by a movie he can enjoy on his ship, or when he's reading a book supplied by the Navy. The Navy man can be pleased, too, to know that the Navy is looking out for his welfare and recreation interests and that he in turn is contributing his share to the huge program when he goes to the gedunk stand and says, "A coke, please."

Flag Rank Orders for the Month of January

Flag rank orders for last month:

Rear Admiral Bernhard H. Bieri, USN, Com 11, was ordered as representative of CNO on military staff committee, United Nations Security Council.

Rear Admiral Wilder D. Baker, USN. ComServLant, was ordered as Com. 11.

Rear Admiral Clifton A. F. Sprague, USN, ComCarDiv 6, was ordered as Commander, NavAir Bases, 11th an 12th Naval Districts.

Rear Admiral Malcolm F. Schoeffel, USN, Deputy Chief, BuOrd, was ordered as ComCarDiv 6.

Rear Admiral Ralph E. Jennings, USN, ComCarDiv 4, was ordered as ComFair Alameda, Calif.

Rear Admiral Roscoe F. Good, USN. ComCruDiv 3, was ordered as ComServLant.

Rear Admiral George C. Dyer, USN, ComCruDiv 10, was ordered to duty with CNO.

Rear Admiral John A. Snackenberg, USN, Chief, Naval Group, American Mission for Aid to Greece, was ordered to duty with BuOrd.

Rear Admiral Frederick I. Entwistle, USN, ComPhibGrp 3, was ordered to duty with BuOrd.

Rear Admiral Walter E. Moore, USN, ordered as Chief, Naval Group American Mission for Aid to Greece.

Rear Admiral Burton B. Biggs, USN, chief of staff and aide, ComServPac, was ordered to duty on Armed Forces Petroleum Board, EXOS.

Rear Admiral Lorenzo S. Sahin, USN. NavGunFactory, Washington, D. C., was ordered as deputy commandant, Industrial College of Armed Forces.

Rear Admiral Milton E. Miles, USN, was ordered as ComCruDiv 10.

Correspondence Courses Open To Certain Naval Personnel Under G.I. Bill of Rights

Correspondence courses from certain educational institutions are open to many naval personnel now on active duty through the G. I. Bill of Rights. This is but one of several educational benefits to which many active duty personnel are entitled.

Enrollment in such correspondence courses is through the Veterans Administration. Participation in the G. I. Bill program is not to be confused with courses offered by the U. S. Armed Forces Institute (USAFI) or college and university correspondence courses taken through USAFI.

If you're interested and you think you may be entitled to take correspondence courses under the G. I. Bill —with Uncle Sam paying the bills— BuPers advises the following procedure for enrollment:

- Request a catalogue of courses from the educational institution you've chosen.
- Personnel on duty ashore within the continental limits of the United States should see their civil readjustment officer. This officer will advise them of their eligibility and refer them to the nearest regional Veterans Administration office. A list of regional VA offices is contained in BuPers Circ. Ltr. 178-48 (NDB, 30 Sept 1948).
- Personnel on duty afloat or on overseas shore duty should see their civil readjustment officer who will furnish eligibility advice. Such personnel should write to the Foreign Operations Division, Registration and Research Service, Vocational Rehabilitation and Education, Munitions Building, Washington 25, D.C.

In writing to the appropriate VA agency, personnel should request an "application for course of education or training" (VA Form 7-1950). Items 1 through 20 of this form must be filled out. The completed form should be returned to the correct VA agency with a certified or photostat copy of appropriate separation documents.

VA determines eligibility in all cases. If you are declared eligible for the educational benefits, VA will forward two copies of its "certificate of eligibility and entitlement" (VA Form 7-1953). When you receive these forms, complete items 9 through 19 of Part II and forward them directly to the educational institution along with a statement of the courses desired.

Following is a complete list of the colleges and universities offering the correspondence courses. Institutions offering high school courses are marked with an asterisk (*):

Alabama — University of Alabama*, University, Ala.

Arizona—State College at Tempe*, Tempe, Ariz.

Arkansas—State Teachers College*, Conway, Ark.

California—Golden Gate College, 200 Golden Gate Avenue, San Francisco 2, Calif.; University of California*, Berkeley 4, Calif.

Colorado—University of Colorado*, Boulder, Colo.; University of Denver, Denver, Colo.; Colorado State College of Education, Greeley, Colo.

Florida—University of Florida, Gainesville, Fla.

Georgia—University System of Georgia, Atlanta, Ga.; University of Georgia, Athens, Ga.

Idaho—University of Idaho, Moscow, Idaho; Northern Idaho College of Education, 5th and 8th Avenue, Lewiston, Idaho.

Illinois—Loyola University*, Chicago, Ill.; University of Illinois, Urbana, Ill.; George Williams College, Drexel Avenue at 53rd Street, Chicago 15, Ill.

Indiana—State Teachers College, Terre Haute, Ind.; Indiana University*, Bloomington, Ind.

Iowa—Parsons College, Fairfield, Iowa; University of Iowa, Iowa City, Iowa.

Kentucky—University of Kentucky*, Lexington, Ky.

Louisiana—State University, Agricultural & Mechanical College*, Baton Rouge, La.

Maine—University of Maine, Orono, Maine.

Michigan—University of Michigan*, Ann Arbor, Mich.; State Normal College, Ypsilanti, Mich.

Minnesota—University of Minnesota, Minneapolis, Minn.

Mississippi—Mississippi Southern College*, Hattiesburg, Miss.

Missouri—Central Missouri State College, Warrensburg, Mo.; Northwest Missouri State Teachers College*, Maryville, Mo.; Southwest Missouri State Teachers College, Springfield, Mo.; University of Missouri*, Columbia, Mo.

Nebraska—Midland College of the United Lutheran Church in America, Fremont, Neb.; University of Nebraska*, Lincoln, Neb.; State Teachers College, Wayne, Neb.

Nevada—University of Nevada, Reno, Nev.

New Jersey—John Marshall College, Jersey City, N. J.

New Mexico—University of New Mexico, Albuquerque, N. M.; New Mexico Highlands University, Las Vegas, N. M.

North Carolina—North Carolina State College of Agriculture and Engineering, Raleigh, N. C.; University of North Carolina, Chapel Hill, N. C.

North Dakota—North Dakota Agricultural College*, Fargo, N. D.; University of North Dakota*, Grand Forks, N. D. State Teachers College, Dickinson, N. D.

Ohio—Ohio University*, Athens, Ohio.

Oklahoma—Oklahoma Agricultural & Mechanical College*, Stillwater, Okla.; Central State College*, Edmond, Okla.; Northeastern State College*, Tahlequah,

Navy Will Foot Tuition Costs For Off-Duty College Training

Personnel interested in taking courses at universities and colleges during off-duty hours with the Navy footing the bill (see ALL HANDS, p. 41, January 1948), may obtain funds for tuition costs in the following manner:

- Confer with your educational officer who will tell you the procedure necessary to get your CO's approval.
- Apply directly for admission at the educational institution you've chosen.
- After receiving your letter of admission from the institution, submit a request for approval of funds to your CO.

Your CO then will request the necessary fund allocation from the district commandant. The district commandant in turn sends to the educational institution the approved request for funds, with a copy to you. That's when you can start your studies.

A sample letter of request with the CO's endorsement along with pertinent procedures are outlined in BuPers Circ. Ltr. 224-48 (NDB, 30 Nov 1948).

Massachusetts' Ex-Crewmen Will Hold Reunion in Boston

Personnel formerly attached to USS *Massachusetts* (BB 59) will meet in a Boston hotel for another reunion sometime during the month of May, 1949.

The planning committee wants to hear from all personnel, both discharged and active, before the event. Address James L. Harrington, 158 Salem St., Reading, Mass.

Okla.; University of Oklahoma*, Norman, Okla.; East Central State College*, Ada, Okla.; Southwestern Institute of Technology, Weatherford, Okla.

Oregon—State System of Higher Education*, Eugene, Ore.

Pennsylvania — International Correspondence School, Scranton 9, Penn.; State College*, State College, Penn.

South Carolina—University of South Carolina*, Columbia, S. C.

South Dakota — University of South Dakota*, Vermilion, S. D.

Texas — Abilene Christian College, Inc.*, Abilene, Tex.; College of Arts and Industries, Kingsville, Tex.; East Texas State Teachers College, Commerce, Tex.; North Texas State Teachers College, Denton, Tex.; Sam Houston State Teachers College, Huntsville, Tex.; Southern Methodist, Dallas, Tex.; Southwestern Business University, Houston, Tex.; Stephen F. Austin State College, Nacogdoches, Tex.; Texas Technological College*, Lubbock, Tex.

Tennessee — George Peabody College for Teachers, Nashville 4, Tenn.

Utah — State Agricultural College*, Logan, Utah; University of Utah*, Salt Lake City, Utah.

Virginia—University of Virginia, Charlottesville, Va.

Washington—State College of Washington, Pullman, Wash.; University of Washington*, Seattle, Wash.; Western Washington College of Education, Bellingham, Wash.; Eastern Washington College of Education, Cheney, Wash.

Wisconsin—University of Wisconsin*, Madison, Wis.; Saint Albertus College (Dept. of Music), Racine, Wis.

Wyoming — University of Wyoming*, Laramie, Wyo.

District of Columbia—Home Study Institute*, Takoma Park, Washington, D. C.

Officers Asked to Submit Recent Photo to BuPers

Navy officers who have not furnished BuPers with a recent photograph of themselves are requested by BuPers Circ. Ltr. 239-48 (NDB, 15 Dec 1948) to do so at the earliest opportunity.

The letter emphasizes that the full name, grade, corps, and file number of the officer should be written or printed upon the back of his photograph. Also, the date when the picture was taken should be included.

Photographs should be approximately four inches wide and six inches high. No group pictures should be submitted, and photographs should not be mounted.

Navy NSLI Allotments Given Special Protection

Naval personnel who pay National Service Life Insurance premiums by allotments of pay will be protected by an "administrative allotment" to cover increased premiums for renewed term insurance when earlier term policies expire.

The administrative allotment procedure is authorized by a joint BuSandA—BuPers letter to all ships and stations, dated 1 Dec 1948 (NDB, 15 Dec 1948). It is intended to protect personnel whose term contracts are expiring and who might not have been informed in time to register new allotments to renew their insurance as authorized by Public Law 838, 80th Congress.

The Veterans Administration will furnish notices of expiration of term insurance to policyholders through the Field Branch, BuSandA, Cleveland, Ohio. Upon receipt of such notices, the field branch will stop existing allotments and will register and pay administrative allotments for the monthly renewal premiums specified by the VA notices. The notices of expiration of term insurance will then be forwarded to disbursing officers with instructions to adjust individual pay records and to deliver the notices to COs. The letter outlines steps to be initiated by COs regarding signing and distribution of renewal application forms.

When an allotment has been started under this procedure and the individual desires that it be stopped, Allotment Authorization (NavSandA Form 545) will be handled in routine manner. The effect of such allotment stoppage will occur when the documents reach Field Branch, BuSandA, Cleveland, Ohio.

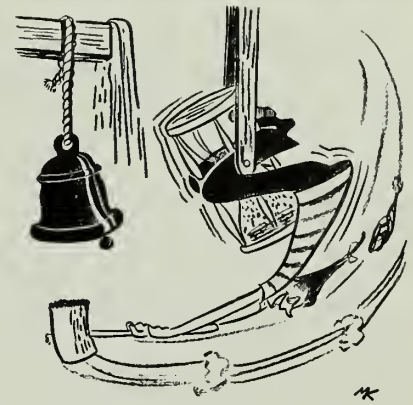
VA forwarded a number of notices of expiration of term insurance directly to individuals before the present procedure was initiated. These have been acted upon in accordance with BuPers Circ. Ltr. 159-48 (NDB, 31 Aug 1948). Individuals whose notices reached them after the indicated date of expiration of their term insurance contracts are protected by the letter concerned here. Persons who pay term insurance premiums by direct remittance will receive notices of expiration and instructions for renewal direct from the VA office having jurisdiction over the insured's account.

The letter gives in considerable detail the action to be taken by COs and disbursing officers in connection with these administrative allotments. A forthcoming instruction memorandum for Volume V, BuSandA Manual, will set forth in complete detail the action to be taken by COs and disbursing officers.

Almar 61, dated 11 Oct 1948 outlines the procedure for handling renewals of term NSLI for Marine Corps personnel.

Term contracts which became effective after 7 Oct 1940 and before 1 Jan 1946 expire eight years after the effective date. For comprehensive information on National Service Life Insurance, see ALL HANDS, January 1949 (pp. 48-52).

HOW DID IT START



Striking Ship's Bell

Striking the ship's bell originated back in the days of the half-hour glass. It was the duty of the ship's boy to turn the glass at the end of every half hour. To show that he was doing his duty he would give the bell on the quarterdeck a lusty swing every time he turned the glass.

Later, ship quartermasters discovered that this was an excellent method for showing the passage of a watch and calling the next watch.

To make it simpler, they began having the bells tolled in increasing numbers as the watch progressed. One bell denoted the first half hour of a watch; at the beginning of the second half hour of the same watch there would be another bell and so on until eight bells had been sounded. At the beginning of every watch the bells would be tolled anew.

Here Are Correct Abbreviations of Navy, MarCor Ranks and Ratings

Here is a list of Navy and Marine Corps ranks and rates with their correct abbreviations.

A chart showing new Navy rates and ratings and their abbreviations was published in ALL HANDS, March 1948, pp. 50-58. A follow-up item appeared in ALL HANDS, August 1948, p. 53, giving changes in the rating structure and advancement qualifications which had been put into effect after the March information was compiled.

Navy rates and ratings given in this table are general service ratings only. Emergency service ratings are indicated in most cases by the same two letters as designate general service rates and ratings, with a third letter added to provide a finer distinction between specialties. Exclusive emergency service ratings, also omitted from this chart, are symbolized by three-letter abbreviations, the first two letters of which are ES in all cases.

Abbreviations for CPO rates consist merely in a capital C placed immediately after the two capital letters designating the general service ratings: ABC, for instance, to designate chief aviation boatswain's mate. Abbreviations for PO rates other than chief consist of the number 1, 2, or 3 after the two letters of the general service rating: for example, AB1 to designate aviation boatswain's mate first class, QM2 to designate quartermaster second class, and YN3 to designate yeoman third class.

Enlisted Navy rates and ratings are arranged here with their abbreviations in alphabetical order. No indication of seniority among them is intended.

Commissioned officer ranks (Navy)

Fleet admiral	FADM
Admiral	ADM
Vice admiral	VADM
Rear admiral	RADM
Commodore	COMO
Captain	CAPT
Commander	CDR
Lieutenant commander	LCDR
Lieutenant	LT
Lieutenant (junior grade)	LTJG
Ensign	ENS
Midshipman	MIDN
Aviation cadet	ACAD

Commissioned warrant officer ranks (Navy)

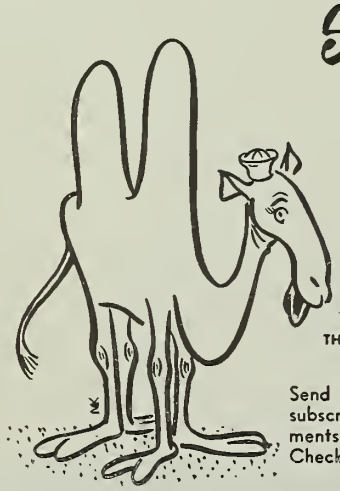
Chief boatswain	CHBOSN
Chief gunner	CHGUN
Chief torpedoman	CHTORP
Chief machinist	CHMACH
Chief electrician	CHELEC
Chief radio electrician	CHRELE
Chief carpenter	CHCARP
Chief ship's clerk	CHSCLK
Chief pay clerk	CHPCLK
Commissioned warrant officer, Hospital Corps	CWOHC
Chief aerographer	CHAERO
Chief photographer	CHPHOT

Warrant officer ranks (Navy)

Boatswain	BOSN
Gunner	GUN
Torpedoman	TORP
Machinist	MACH
Electrician	ELEC
Radio electrician	RELE
Carpenter	CARP
Ship's clerk	SCLK
Pay clerk	PCLK
Acting pay clerk	PACT
Warrant officer, Hospital Corps	WOHC
Aerographer	AERO
Photographer	PHOT

Enlisted ratings (Navy)

Aviation apprentice	AA
Aviation boatswain's mate	AB
Air controlman	AC
Aviation machinist's mate	AD
Aviation electrician's mate	AE
Aviation photographer's mate	AF
Aerographer's mate	AG
Aviation storekeeper	AK
Aviation electronicsman	AL
Aviation structural mechanic	AM
Airman	AN
Aviation ordnanceman	AO
Airman recruit	AR
Aviation electronics technician	AT
Boatswain's mate	BM
Boilerman	BT
Builder	BU
Driver	CD
Construction electrician's mate	CE
Mechanic	CM
Construction man	CN
Construction apprentice	CP
Construction recruit	CR
Commissaryman	CS
Communications technician	CT
Dental apprentice	DA
Damage controlman	DC
Disbursing clerk	DK
Draftsman	DM
Dentalman	DN
Dental recruit	DR
Dental technician	DT
Electrician's mate	EM
Engineman	EN
Electronics technician	ET
Fireman apprentice	FA
Fire controlman	FC
Fireman	FN
Pipe fitter	FP
Fireman recruit	FR
Fire control technician	FT
Gunner's mate	GM
Hospital apprentice	HA
Hospital corpsman	HM
Hospitalman	HN
Hospital recruit	HR
Interior communications electrician	IC
Instrumentman	IM
Journalist	JO



Store up important information... subscribe to ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

Send check or money order for $2.00 for one year's subscription—12 issues—to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Check or money order should be made payable to the Superintendent of Documents.

Lithographer	LI
Machine accountant	MA
Metalsmith	ME
Molder	ML
Machinist's mate	MM
Mineman	MN
Machinery repairman	MR
Musician	MU
Opticalman	OM
Photographer's mate	PH
Printer	PI
Patternmaker	PM
Personnel man	PN
Parachute rigger	PR
Quartermaster	QM
Radarman	RD
Radioman	RM
Seaman apprentice	SA
Steward	SD
Ship's serviceman	SH
Storekeeper	SK
Seaman	SN
Sonarman	SO
Seaman recruit	SR
Surveyor	SV
Steelworker	SW
Steward apprentice	TA
Tradevman	TD
Teleman	TE
Torpedoman	TM
Stewardsman	TN
Steward recruit	TR
Utilities man	UT
Yeoman	YN

Commissioned officer ranks (Marine Corps)

General	Gen
Lieutenant general	LtGen
Major general	MajGen
Brigadier general	BrigGen
Colonel	Col
Lieutenant colonel	LtCol
Major	Maj
Captain	Capt
First lieutenant	1st Lieut
Second lieutenant	2nd Lieut

Warrant officer ranks (Marine Corps)

Commissioned warrant officer	CWO
Warrant officer	WO

Enlisted ratings (Marine Corps)

Master sergeant	MSgt
Technical sergeant	TSgt
Staff sergeant	SSgt
Sergeant	Sgt
Corporal	Cpl
Private first class	Pfc
Private	Pvt

Navy Volunteers Replenish Depleted Blood Bank

More than 3,000 men of the U. S. Naval Training Center in San Diego, Calif., responded in a single day when a call went out for volunteers to replenish a depleted supply of blood in the community's blood bank. (See pp. 32-33.)

The blood was donated for use in transfusions.

Since the San Diego naval hospital is one of the major beneficiaries of the bank and the Navy is one of its sponsors, the commandant of the district asked the cooperation of local naval activities.

The Navy has followed up its initial donations, with practically every recruit company and other groups responding unanimously. A regular schedule is followed and Navy buses transport donors from the station to the blood bank.

A letter from the blood bank's director to training station officials stated that "we now have, for the first time since the bank opened, a safe balance of blood."

Within 10 days, the bank had received calls for blood from 14 hospitals in the county, a demand which was supplied largely through donations from Navy personnel.

Two New Instructor Schools Opened to Provide Courses In Teaching Techniques

Two Instructors Schools, Class C-1, have been established to provide courses in instructor training for officers and enlisted personnel whose duty is primarily concerned with instructing or the administration of instruction.

The two new instructors' schools are located at U. S. Naval Training Center, San Diego, Calif., and U. S. Naval Receiving Station, Norfolk, Va. The officer-in-charge of each school is assisted by three civilian educators who instruct the various classes and evaluate the teaching techniques of the nine enlisted instructors.

Primarily, the schools provide four separate courses in the techniques of teaching:

- Basic course for officers and enlisted personnel ordered to instructor duty in enlisted service schools.

This course will be required for instructor duty in enlisted schools under the cognizance of BuPers. Candidates who do not successfully complete the course will not be ordered to instructor duty.

- A four-week special course for enlisted personnel of the NROTC. This course will be conducted twice yearly —in January and June.
- A two-week shipboard training course for selected officers and enlisted personnel of the forces afloat, convening the first and third Mondays of each month.

This course has a capacity of approximately 20 officers and 20 enlisted men per class. The course replaces the formal shipboard training programs previously conducted in the 3rd and 12th Naval Districts.

Instructions for requesting quotas are given in BuPers Circ. Ltr. 231-48 (NDB, 15 Dec 1948), which contains all this information about the schools.

- A two-week instructor training course for selected officers and enlisted personnel of the Naval Reserve, convening the first and third Mondays of each month. Capacity of this course is 10 officers and 30 enlisted persons per class.

Further details in connection with the operation of these schools will be issued by separate correspondence as required. The forces afloat and the district commandants are urged to participate in the courses offered by these schools to the maximum extent possible, to improve training programs throughout the naval establishment.

73 Officers to Be Eligible By 31 March for LTJG Rank

Seventy line ensigns and three Supply Corps officers now are eligible or will be eligible by 31 Mar 1949 for promotion to the rank of lieutenant (junior grade) in the Navy or Naval Reserve.

Eligible officers are listed in an enclosure to BuPers Circ. Ltr. 220-48 (NDB, 30 Nov 1948), which includes instructions for such officers in accepting promotion. Those included in circular letter 220-48 are Reserve officers and USN (temporary) officers. They are in addition to the permanent officers listed in BuPers Circ. Ltr. 139-48 (NDB, 31 July 1948).

Procedures Listed for Putting Reserve Retirement Program into Effect

Procedures for implementation of the Reserve retirement plan, passed as a part of Public Law 810 by the 80th Congress last year, have been announced by the Navy.

The law makes Reserve members of the armed forces eligible for retired pay at the age of 60 if 20 years of satisfactory Federal service, active and inactive, have been completed and other requirements are met. To the secretaries of the three branches was left the task of prescribing appropriate standards for the retention and promotion of Reservists and to place individuals who fail to conform to these standards and qualifications in such status that they can no longer accrue retirement credits.

Both men and women Reservists are eligible for retirement benefits under the act.

Applicants must not be eligible for or receiving any other retired pay for military services.

To qualify, the last eight years of service must have been served in a Reserve component of one of the armed forces. If the candidate was a member of a Reserve component on or before 15 Aug 1945, he must have performed active Federal service during a portion of the time of U. S. participation in one or both World Wars.

Prior to 29 June 1948, each year of Reserve service (not necessarily continuous) in any of the authorized Federal services is considered to be a year of "satisfactory" Federal service for the purpose of establishing eligibility to receive pay under the Act, whether or not the service included membership in an Organized Reserve unit or training duty.

On or after 29 June 1948, a Reservist must accrue a minimum of 50 points of credit in a year in order for that year of service to be considered a year of satisfactory Federal service for retirement purposes under the act. The "year" referred to here is the anniversary year commencing 29 June 1948, for all members of the Naval Reserve at that time, so long as they remain continuously in a Federal service status.

For persons who become members of the Naval Reserve or otherwise entered the Federal service after 29 June 1948, the year is an "anniversary year" ending on the day preceding the anniversary of the last entry or re-entry into current Federal service.

Points are earned by attendance at drills, completion of equivalent instruction or duty, satisfactory completion of correspondence courses, performance of appropriate duty, training duty or active duty, and by membership in the Naval Reserve.

Drills consist of training in duties pertaining to the Navy and are authorized for all organizations of the Naval Reserve which are determined by a district commandant or the Chief of Naval Air Reserve Training as being capable of conducting them.

Retirement points for correspondence courses will be accredited only upon successful completion of the course. However, points earned will be prorated by assignment and the point or points will be credited as of the date of completion of each assignment. Point credit is calculated on the basis of one point for each rated three hours of work.

The service record is the medium for determining an enlisted Reservist's eligibility for and equity in future retirement. Information pertaining to participation in active duty, training duty, drills and other activities creditable toward retirement are entered in the service record in chronological order.

A card record, to be maintained by the U. S. Naval Reserve Officer Performance Recording Unit at Fort Omaha, Nebr., will list officers' credits for retirement.

Reserve officers' records will be reviewed by this unit to ascertain the accumulated credits of individuals as of 29 June 1948. Records of those of age 60 and over will be reviewed first.

A total of approximately 300,000 records will be reviewed, a major task which will require many months to complete. For this reason, Reservists under 59 years old should not write to the Bureau of Naval Personnel in regard to their records.

Besides retirement, the act requires the secretaries to establish appropriate standards for retention in the Reserve components.

Determination for retention in the Naval Reserve of enlisted personnel will be made at the expiration of each enlistment. Enlisted personnel otherwise qualified for reenlistment may be reenlisted, but they will be placed on the inactive status list unless they

Navy Plays Major Role in Movie about Weather

The Navy has played a large part in the filming of a new commercial moving picture called *Slattery's Hurricane*. The original story was written by a Reserve lieutenant commander; naval planes, a naval band and other naval personnel and equipment were filmed, and naval technical assistance was employed during much of the shooting.

Cast of the movie includes Linda Darnell, Veronica Lake, Richard Widmark, George Montgomery, Garry Merrill and others who are well-known in the film industry. The story evolves around two fliers who were close friends during World War II. One of them—Richard Widmark as "Slattery"—has left the service to become a flying chauffeur for a rich candy manufacturer. The other — George Montgomery as "Hobson"—remains in the Navy as a "hurricane flier" engaged in weather reconnaissance.

Much of the actual shooting was done at NAS Miami, Fla. Certain scenes were filmed at Sunset Island 1, near Miami Beach, while some interior shots were made in Hollywood.

CAPT H. T. Orville, USN, head of the Naval Aerological Service, was designated as technical adviser to Twentieth Century-Fox. A naval band from Jacksonville, Fla., will appear in the movie, and preference was given to dependents of NAS Miami personnel in bit and extra parts. Three squadrons of Navy jet aircraft and planes of other types appear in an aerial parade, and jet planes parked near a hangar are shown in two scenes.

The role of naval aviation in locating and tracking hurricanes—a peacetime mission of great importance to the Gulf coast and east coast public—is dramatized by the picture. Release date of the film is expected to be in late spring or early summer of 1949.

come within the age for pay grade requirements which have been set forth. If the individual has met all requirements for retirement under the law, except attaining the age of 60, he may be reenlisted in appropriate status regardless of age or physical condition.

Standards for retention of officer personnel in the Naval Reserve will be established upon completion of an analysis of the present Reserve officer structure. Pending completion of this study by a special board convened for the purpose, all officers will be considered qualified for retention unless individually disqualified for specific reasons.

Another provision of the act requires the secretaries to set up standards for promotion of personnel in the Naval Reserve and other Reserve components.

Promotion of enlisted Reservists is established in the BuPers Manual. Among the qualifying factors are active and training duty in current pay grade, drills attended, and the successful completion of training courses and professional examinations.

Officers will be promoted as a result of selection board action, except for the step from ensign to lieutenant (junior grade). Reserve officers will become eligible for consideration by a selection board and promotion when their contemporaries in the Regular Navy become eligible and if selected, they will receive the same date of rank. The number to be promoted and selected will be governed by existing requirements.

Navy, Air Force Operate Joint Air-Info Board

The Navy and Air Force jointly will operate a central documentary service for the collection, publication and distribution of air-technical information.

A working arrangement between the Navy's Bureau of Aeronautics and the Air Force's Air Materiel Command resulted in setting up the new Central Air Documents office at Wright-Patterson Air Force Base, Dayton, Ohio. Quick dissemination of the latest air-technical information, including guided missile technical information, to all government organizations concerned is the mission of the new office.

WHAT'S IN A NAME



Fiddler's Green

Imagine doing duty at a place where there's no reveille, lots to eat all day long, plenty of shore duty, and everything is free.

There is such a place, restricted to sailors only.

Called Fiddler's Green, this ethereal paradise is the sailor's traditional conception of heaven. Fiddler's Green is believed to be the only heaven claimed by an occupational group as its own.

You never wait in line at this gay place, where everything is strictly non-regulation. Here the main pastime is dancing with lovely ladies and singing all day long.

Every good seaman hopes to go to this happy land when he dies.

Voluntary Contributions Sought To Build Inter-Faith Chapel

Voluntary contributions by civilians and military personnel alike are being sought for construction of an inter-faith memorial chapel at the U. S. Coast Guard Academy at New London, Conn.

In announcing the nation-wide appeal for funds, the national honorary committee heading the campaign indicated its triple service—to memorialize the men who gave their lives in performance of Coast Guard duties during peace and war, to give inspiration by example to Coast Guard Cadets, and to provide a fitting place of religious worship.

Authorization for construction of the chapel was granted by Congress in 1947. It also permits receipt of private contributions. Contributions may be sent to the Treasurer, U. S. Coast Guard Memorial Chapel Fund, U. S. Coast Guard Headquarters, Washington 25, D. C.

Navy Accepting Limited Number of 18-Year-Olds For One-Year Hitches

The Navy is accepting a limited number of 18-year-olds for one-year enlistments.

After completion of one year's active duty the 18-year-old enlistees, designated U. S. Navy Enlisted Volunteers (USNEVs), must serve in the Naval Reserve for a period of six years.

Men enlisted in this category are subject to the same standards of discipline, discharge and promotions and will be given the same duty assignments, with few exceptions, as are Regular Navy enlistees. They will receive the same recruit training as all USN personnel. A proportion, equal to the same proportion of Regular enlistees, will be sent to service schools for basic training and the ground work leading to promotion to third class petty officer.

Following their recruit and possibly school training, USNEVs will be assigned to general duty in the fleets for the remainder of their enlistment with the same proportion being assigned to aviation and submarine duties as are Regular Navy recruits.

If billets in the Organized Naval Reserve or NROTC program are open to the USNEVs upon completion of their period of active duty, it will be their duty to transfer to such units and serve in the organization for a period of four years.

USNEVS will not be assigned to duty in naval districts or bases outside the continental United States, but may be assigned to ships going to or operating in foreign waters.

MarCor's Bigger Bazookas To Have More Punch, Range

The Marine Corps is acquiring larger bazookas or portable rocket launchers to increase the antitank defenses of assault units and to provide greater support fire for front line troops.

The new weapon is a 3.5-inch bazooka with approximately the fire power of a 75 mm. gun. It has more punch and longer range than the wartime 2.36-inch rocket launcher, and will completely replace it eventually. The bazooka is effective against tanks, machine gun and mortar nests, and pill boxes.

Message Emphasizes Responsibilities of Officers Toward Young EMs

Responsibilities of officers in indoctrination and administration of young enlisted personnel was emphasized in a personal message from CincLant to Atlantic Fleet officers.

Pointing out the majority of enlisted men in the Fleet today are under the age of 25, the message noted that a substantial number of men between the ages of 18 and 19 have been added under the new Selective Service Act. Because the majority of these young men will return to school or the business world after a period of training, the Navy considers it of the utmost importance they should be so treated and trained that whether they stay in or return to civilian life they will continue to think of the Navy with pleasure and pride.

The directive stated it is neither practicable nor desirable to separate one-year-men from other men in the Navy. Most of them enlisted in the Navy because they desired to go to sea, and therefore will be assimilated in the organizations of ships and continental shore stations. It also stated that all officers are expected to insure that the Navy provides these men a healthy, moral, intellectual and social environment in which they will be proud to serve. This does not mean they should be given special privileges or coddled. They will be expected to perform their duty in the same manner as other men.

CincLant outlined 12 specific points to which all officers should give special attention in their relations with young enlisted personnel. They are:

• Morale—High morale is the result of chain reaction. If officers are cheerful, alert and efficient in the performance of their duties, then petty officers working under them will reflect the same attitude towards their duties. Petty officers in turn influence the men and the result is a "happy ship" in which morale is high.

• Indoctrination—New men coming to the Fleet must be indoctrinated in the routine of their ship. Provision should be made for them to become acquainted wtih the ship by a tour. They should be told of the type and mission of their ship and how it fits into the operation of the Fleet. It is important that they should realize that working is part of their training and indoctrination. Encourage them when they do well and when mistakes are made correct them without unnecessary harshness.

• Leadership—Men should be encouraged to be leaders. Tell them how they have a chance to become commissioned officers, and that men who show qualities of leadership will be advanced more rapidly.

• Instruction—Particularly for the new recruits who have not had an opportunity to complete a course at a Navy school, provision should be made for in-service training and instruction.

• Training for Citizenship—While enlisted men of the Navy have given up some of their civil rights in becoming part of a military organization they should regard their military training as part of their training for citizenship. Every man who leaves the Navy for a civilian career should be a better citizen. With this in mind, commanding officers should provide for an efficient news service to enlisted men of their command and wherever possible provide instruction in the principles of our government and our way of life.

• Behavior—Officers should advise new men that it is not necessary to be rough and tough, to use profane language or to get drunk periodically in order to be a good sailor. The fact that he is in the Navy gives him no license to behave worse than he would as a civilian. Men should be encouraged to behave as gentlemen.

• Religion—In the Navy no man is compelled to attend church services, but commanding officers should insure that provision is made for Sunday services and the chaplain should be encouraged in his religious work.

• Morals—In many respects the commanding officer and the officers over the young enlisted men take the place of their parents. If officers set an example of temperance and encourage the leading of a good moral life then the recruit will profit from their example. Officers should encourage their men to write to their parents and to friends at home and to participate in the social functions offered by the USO and other good civilian organizations ashore. Many fine social contacts can be made by attending a neighborhood church.

• Discipline—Discipline in the Navy, while stricter than in civilian life, is only one step removed from the discipline which must be self im-

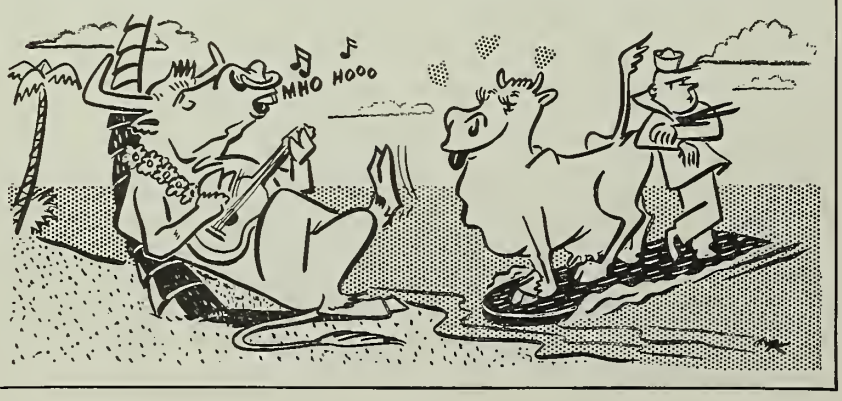
Navy Transports 200 Cattle in Pacific

The Navy's in the cattle transporting business.

Two hundred head of young Angus and Hereford cattle are being transported to various Pacific islands of the trust territory for inter-breeding with the native Brahman cattle. The "heifer honeymoon voyage"—complete with 25 tons of alfalfa—is being made on board the Navy cargo ship USS *Chicot* (AK 170).

Chicot underwent extensive overhaul in Pearl Harbor with special planking and stalls constructed to handle the cattle. The vessel was to operate between Guam and the various trust islands.

The voyage is part of the Navy's program to assist Pacific island natives in becoming self-sufficient. The cattle have been on the Hawaiian island of Maui before being shipped to Guam. On her return trip, *Chicot* was to carry native products.



posed in civilian life in order to attain success. The reason for discipline should be explained to the men. Drills and many undesirable chores should be explained as training for the split second obedience which is necessary in action. Emphasis should be placed upon keeping the men out of trouble, finding trouble while it is still not serious, and leading the men away from it.

• Advice—New men should feel free to go to their officers at any time when they need advice or desire consultation. In this manner men come to feel closer to their officers and to feel that their officers have an interest in them.

• Health—Every man should be advised to seek the advice of the doctor for any illness or injury. Medical officers attached to ships should provide instruction in personal hygiene and first aid.

• Recreation—In order to discourage idleness, a planned recreation program should be provided. Recreation is not the main purpose of the Navy, but adequate recreation is one of the main factors in promoting high morale.

Naval officers have an unlimited opportunity to train and mold future citizens of the United States and future officers and enlisted personnel, Admiral W. H. P. Blandy, USN, CincLant, noted in the directive. He announced that every officer in the Atlantic Fleet must regard the welfare of the enlisted personnel who serve with him as his own individual responsibility.

First Civilians Are Selected As Regular Wave Officers

The first 29 women ensigns to be selected from civilian status for the Regular Navy are attending a five months' indoctrination course at the General Line School, Newport, R.I.

The new ensigns were picked by a selection board for commissions in the line (general duty). All are graduates of accredited colleges or universities. Upon completion of the indoctrination course the women officers will be assigned to military billets in naval shore establishments and at selected overseas bases.

Classes at the women officers' indoctrination unit, which familiarizes the new officers with the organization of the Navy, will be convened each June and January.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 19

1. (b) Mediterranean.
2. (c) Franklin D. Roosevelt. The FDR relieved USS Kearsarge in the Mediterranean.
3. (a) Alaska. For the first time in 20 years a comprehensive photo-mapping survey has been made.
4. (a) P2V.
5. (a) Neptune.
6. (b) Baker. Used when rearming or refueling.
7. (c) Queen. Used when a ship is in quarantine.

Norfolk Personnel Operate Amateur Radio Station

Navy personnel assigned to the Fleet Airborne Electronics Training Unit, Norfolk, Va., have set up and obtained a license for their own amateur radio station.

Designated station W4NPT by the Federal Communications Commission, the station has a powerful transmitter. Contact has been established with amateur radio stations in Australia, Europe, South America, England and Africa. Over 25 nations have been in voice contact with the new station.

The station was established by the FAETULant Amateur Radio Club, which has a roster of 16 "ham" operators and new applications are being made daily. M. L. Miller, RMC, USN, is president of the organization. The aim of the organization is "to create good fellowship within the club, to stimulate interest in amateur radio, and to foster strict adherence to the rules and regulations of the Federal Communications Commission."

Amateur stations as far distant as Australia have repeatedly reported the signal put out by W4NPT as being extremely strong and one of the outstanding signals on the air.

A contact made with an amateur station in Louisville, Ky., enabled a Navy chaplain to have a talk with an ex-commander and former shipmate who operated the Louisville station. The two officers had spent over three years together in the same Japanese prison camp.

Messages from points as distant and varied as Guam and Palestine have been received by the sailor station and relayed to surprised recipients.

The station will be available for communication service during emergencies.

Fire Control Technician School Candidates Will Be Selected By Examination on 15 Feb 1949

An examination for selecting candidates for training at the Fire Control Technician, Class B School, Anacostia, D.C., will be conducted on 15 Feb 1949.

Provided they will have two years obligated service upon graduation from the course the following persons are eligible to compete:

• Chief fire controlmen and fire controlmen first class who have served a minimum of four years.

• Fire controlmen second and third class who have served a minimum of three years and graduated from Naval School, Fire Controlman, Class B, within a 30-month period prior to the date of the examination.

• Personnel rated fire control technicians third class after completion of the regular 33-week course of instruction and who subsequently have been promoted to second class while serving in the Fleet. They must, however, have served a minimum of one year at sea and must have three years obligated service on the date of entry into the school.

Personnel who previously failed the examination may again attempt to qualify, provided six months have elapsed since they were examined.

BuPers Circ. Ltr. 229-48 (NDB, 15 Dec 1948) states that requests for assignment to the school should be submitted to the Chief of Naval Personnel (Attn: Pers 421) through the chain of command.

Newly Commissioned Nurses Begin First Tours of Duty

Thirty newly commissioned ensigns in the Navy Nurse Corps entered their first tour of duty at three naval hospitals. They are the latest additions to the Navy Nurse Corps commissioned from among qualified civilian nurses.

The nurses underwent six weeks of indoctrination in naval hospitals at Bethesda, Md., Great Lakes, Ill., and Philadelphia, Pa. The indoctrination course is part of a continuous program for newly commissioned Regular and Reserve nurses. The nurses will remain on duty at the three hospitals for the next year.

New Schedule to Be Used To Assemble the Crews For New-Construction Ships

A new schedule of dates and percentages to be used in assembling crews for new-construction vessels has been set up by BuPers. Submarines are excepted.

Nucleus crews of key enlisted personnel comprising approximately 20 per cent of the total allowance, will report to the Supervisor of Shipbuilding at the building yard or to a receiving station in the immediate vicinity of the building yard 10 weeks before the commissioning date.

The balance of the crews, except combat information center teams and antisubmarine warfare teams, will be assembled at the receiving station nearest the building yard approximately four weeks prior to the commissioning date. Members of CIC teams and ASW teams will be ordered to appropriate schools for training and for further transfer to the receiving station nearest the building yard, to report two weeks before the commissioning date.

There will be no change in assembly plans for new construction details ordered prior to 15 Nov 1948, states BuPers Circ. Letr. 218-48 (NDB, 15 Nov 1948), which outlines the new schedule.

Prospective COs and department heads will arrive at the building yard six to eight weeks prior to the commissioning date, the letter continues. Prospective executive officers, department assistants and division officers will report to the receiving station nearest the building yard approximately four weeks prior to the commissioning date.

COs of receiving stations and supervisors of shipyards are authorized by the letter to issue intermittent travel orders, upon request of the prospective CO of the ship, to enlisted personnel of new-construction details.

Detailing of POs for new-construction vessels will be in accordance with fleet percentages. Where there are shortages of POs, non-rated personnel will be substituted to provide enough men to fill the allowance.

Commander Air Force, Atlantic, and Commander Fleet Air, West Coast will train and supply the aviation enlisted groups for new-construction vessels.

Although it is not stated in the circular letter, BuPers may vary the schedule slightly to meet special cases such as experimental ships which may take longer to build. The letter does not apply to reactivated ships.

Navy to Build Giant, Long Range Blimp

The Navy's biggest non-rigid blimp is on the designing tables.

Designated as a new type "N," the 324-feet craft will be nearly twice the size of World War II anti-submarine patrol blimps and is capable of long range patrols over open ocean areas.

The new airship's envelope will be 324 feet long, 71 feet wide, and 92 feet high at the tallest point. It will have two 18-feet reversible, controllable-pitch propellers connected to two 800-horsepower engines through a system of transmission shafts. Gearing design is such that one engine can turn one or both propellers.

The engines will be housed in an 87-foot car under the blimp accessible for maintenance and repair in flight. The double-deck car will contain the controls and facilities for the crew.

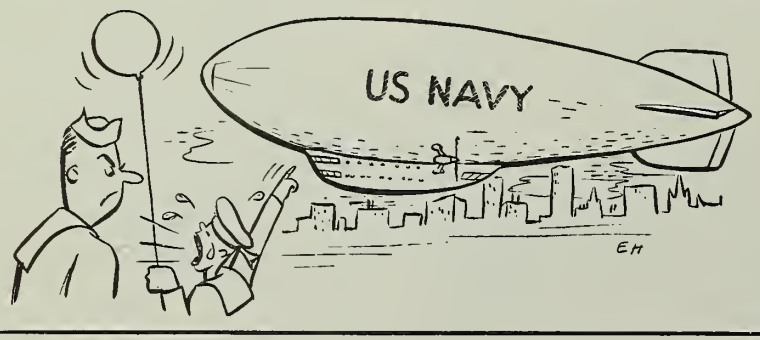
Normal crew on the proposed craft will be approximately 14 officers and men. Away from engines and controls on the lower deck are to be living quarters for a relief crew. Slated for installation is a galley and mess, complete with electric range and refrigerator.

Among the radical changes from normal blimp design is a proposed retractable tricycle landing gear. Controls will be so rigged that they may be handled by one or both pilots.

A new development in construction of the envelope promises the best strength-to-weight ratio ever used in lighter-than-air craft. The envelope is scheduled to be built of rayon fabric, coated with neoprene synthetic rubber. The new design calls for 825,000 cubic feet helium capacity.

Coincident with announcement of plans for construction of the new blimp is the Navy's desire for requests for LTA flight training. An allowance of 20 officers—both qualified heavier-than-air pilots and non-aviators—has been set for the class convening 17 Jan 1949 at NAS Lakehurst, N.J.

A call for LTA flight training has been issued for commissioned officers in the ranks of ensign and lieutenant (junior grade) to request the instruction. Selected HTA officer pilots can expect a normal rotation between LTA and HTA duties after completing the LTA course.



Duty in ATAs in U. S. Now Classified as Sea Duty

Duty on board auxiliary ocean tugs (ATAs) under the military control of shore commands within the U. S. proper became classified as sea duty for rotation purposes and in determining eligibility for shore duty, effective 1 Jan 1949.

In announcing the change, BuPers Circ. Ltr. 227-48 (NDB, 30 Nov 1948) cautioned that enlisted personnel serving on a normal tour of shore duty as defined by current instructions should not be ordered to duty in ATA ships in commission. It also pointed out that enlisted personnel who have served two years duty, either sea or shore, under the jurisdiction of shore commands will continue to be reported to the Chief of Naval Personnel as has been previously directed.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 77—Announces Presidential approval of the line selection recommendations for temporary promotion to rear admiral.

No. 78—Gives advance change to Security Manual.

No. 79—Announces Presidential approval of the line selection recommendations for promotion to captain.

No. 80—Greetings from the Commander in Chief, Harry S. Truman, to the armed forces, for the Christmas holidays.

No. 81—Greetings from the Chief of Naval Operations, Louis E. Denfeld, to the Navy and Marine Corps, for the Christmas holidays.

BuPers Circular Letters

No. 219—Lists commands authorized to approve allowances for quarters and subsistence of enlisted personnel.

No. 220—Gives additional information concerning officers eligible for promotion to the rank of lieutenant (junior grade). (See p. 49.)

No. 221—Announces the convening date for the All-Navy wrestling championship in 1949.

No. 222—Presents instructions for the administration of Army personnel performing duty with the Navy.

No. 223—Requests applications from chiefs and first class petty officers who desire duty as instructors. (See p. 49.)

No. 224—Authorizes naval districts to expend special funds on naval personnel who desire to attend accredited colleges, universities, and junior colleges on off duty time. (See p. 46.)

No. 225—Gives BuPers policy on length of tours of duty for naval personnel at overseas bases.

No. 226—Standardizes method of administration of discipline involving confinement and prisoners-at-large.

Navy Rescues Air Force Crew from Fais Island

The crew of a Navy amphibian, flying on a rescue mission from Saipan, heard a strange-as-it-may-seem story of the first order when they picked up uninjured crash victims at Fais island in the Marianas.

The Air Force personnel who told the tale were unwilling invaders of Fais as a result of a series of misfortunes. To begin with, they had taken off from Guam in a B-29 to search for another B-29 that had been missing for some time. Trouble began when the searching *Superfort's* electrical equipment failed, knocking out the interphone and most of the plane's navigational aids. Then something happened to the sextant, making it useless too.

Becoming lost, the pilot flew the plane for 20 hours before deciding to ditch it. He landed in shallow water just off the beach of Fais without injury to any of the crew.

Citizens of the island gave the airmen a warm welcome. The B-29 crew members elected their pilot as king to give him sufficient prestige to talk with the island ruler, and an international conference of rare amiability was underway.

Although this happened late in 1948, the islanders thought that World War II was still in progress and wanted to know whether Japan had yet subjugated the U. S. The American "king" gave the island king the correct information without delay.

Distress signals from the B-29's emergency hand-operated radio transmitter were relayed to Saipan, and on the day following the "ditching" a Navy *Mariner* landed in the protected waters near the island. The castaways were rowed out to the plane in native canoes, furnished with a hot meal and flown back to Saipan.

Now the king of Fais is probably the only man in the world who personally owns a B-29 *Superfort*. The task of salvaging the plane and returning it to civilization for repair was considered too expensive to be practicable.

No. 227—Changes status of ocean going tugs to sea duty for purposes of rotation. (See p. 54.)

No. 228—Requests commands to initiate ceremonies for personnel transferring to Fleet Reserve or the Retired List.

No. 229—Announces the procedure for selecting candidates for fire control technician training. (See p. 53.)

No. 230—Redesignates the names of two Navy refrigeration schools.

No. 231—Establishes two schools for training of officers and enlisted men as instructors at San Diego, Calif. and Norfolk, Va. (See p. 49.)

No. 232—Announces January 1949 as scheduled date for initial distribution of Personnel Accounting Card (NavPers 500) and Personnel Diary (NavPers 501).

No. 233—Sets May 1949 as date for holding examination for promotion to ranks of lieutenant (junior grade) and lieutenant.

No. 234—Presents another in a list of persons eligible for the Combat Distinguishing Device.

No. 235—Outlines policy and purpose of Navy Relief Society.

No. 236 — Requests applications from officers desiring changeover from heavier than air to lighter than air duty and vice versa.

No. 237—Presents modification of Navy's policy regarding the writing of correspondence to selective service boards.

No. 238—Gives information concerning effective date of BuPers Manual, 1948 (NavPers 15,791).

No. 239—Requests officers who have not recently sent photographs to BuPers to do so at earliest practicable date. (See p. 47.)

No. 240—Gives information concerning personnel allowance for fiscal year 1948.

No. 241 — Requests applications from personnel desiring shore duty with Atlantic Reserve Fleet or Pacific Reserve Fleet.

No. 242—Reminds naval personnel of the importance of keeping physically fit.

No. 243—Desires applications from qualified officers for training in naval administration at Monterey, Calif.

No. 244—Requests nomination of qualified enlisted women for appointment as officers in Regular Navy, line and Medical Service Corps.

No. 245—Gives information concerning officer retirement.

DECORATIONS & CITATIONS

NAVY CROSS

Gold star in lieu of third award:

★ FERGUSON, George E., LT, USNR, Coos Bay, Ore.: As pilot of a dive bomber plane in BomRon 6, attached to USS *Hancock*, in action against Japanese forces at Yokosuka Naval Base, Japan, 18 July 1945. Given the lead of his and other attacking groups of dive-bombers and fighters after taking off from his base on a mission against major units of the Japanese fleet, including a battleship, many destroyers and other warships, LT Ferguson skillfully led the flight through antiaircraft fire both from enemy warships in the harbor and many batteries on shore in a successful attack which later settled to the bottom.

Gold star in lieu of second award:

★ CHASE, Gordon P., CDR, USN, Washington, D.C.: As flight leader in BomRon 6, attached to USS *Hancock*, in action against enemy Japanese forces in Kure Harbor, Japan, 24 July 1945. Leading a dive-bombing attack against major units of the enemy fleet including aircraft carriers, battleships, cruisers and destroyers, CDR Chase selected a hostile battleship as his target and, fighting his plane in the face of anti-aircraft fire from enemy warships and shore batteries, scored a direct bomb hit which contributed materially to the infliction of extensive damage on the hostile vessel, which later settled to the bottom of the harbor.

★ CRAWFORD, James T., LCDR, USN, Newport, R.I.: As pilot of a dive-bomber plane in Air Group 83, based on board USS *Essex*, in action against major units of the Japanese fleet anchored in Kure Harbor, Japan, 18 July 1945. Flying as squadron leader of a flight of dive-bombers, LCDR Crawford directed a coordinated bombing attack on the Japanese battleship, *Nagato*. Braving anti-aircraft fire from both ship and shore batteries, he maneuvered his plane for maximum striking power and scored a direct bomb hit, severely damaging the hostile warship.



ENS Butel



CDR Chase

★ JOHNSON, William H., LT, USN, San Diego, Calif.: As battery officer attached to USS *Heron* in action against enemy Japanese forces in the Philippine Islands area 31 Dec. 1941. Remaining at his station when an overwhelming number of Japanese aircraft of various types suddenly attacked with bombs and torpedoes, LT Johnson fought his guns gallantly during the 70-hour running battle. Although himself seriously wounded by the enemy's fire which damaged the ship and caused extensive casualties, he ordered the personnel of his battery to take cover while bombs were falling and contributed not only to the survival of *Heron* but to the infliction of substantial losses to the enemy.

★ MALONEY, John T. LT, USNR, Vancouver, Wash.: As pilot of a dive-bomber plane in BomRon 6, attached to USS *Hancock*, in action against enemy Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers, LT Maloney piloted his aircraft through antiaircraft fire both from enemy warships in the harbor and many gun emplacements on the shore to score a direct bomb hit on the aircraft carrier assigned him as a target.

★ SMITH, Harold J., LTJG, USNR, Verden, Okla.: As pilot of a dive-bomber plane in BomRon 6, attached to USS *Hancock*, in action against Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers, LTJG Smith piloted his aircraft through antiaircraft fire from both the enemy warships in the harbor and many gun emplacements on the shore to score a direct bomb hit on the battleship assigned him as a target.

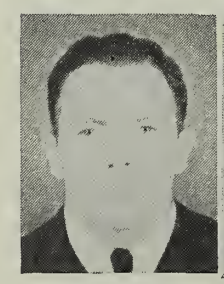
★ WHITFORD, Paul H., LTJG, USNR, Cumberland, Md.: As pilot of dive-bomber plane in BomRon 6, attached to USS *Hancock*, in action against Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers, LTJG Whitford piloted his aircraft through antiaircraft fire from both the enemy warships in the harbor and many gun emplacements on the shore to score a direct bomb hit on the aircraft carrier assigned him as a target.

First award:

★ BRADLEY, John H., PHM2, USNR, Appleton, Wis.: As a hospital corpsman attached to a marine rifle platoon, Bradley participated in action against the Japanese on Iwo Jima, Volcano Islands, 21 Feb. 1945. While his company was attacking an enemy zone at the base of Mt. Suribachi, he saw a marine fall wounded under an intense barrage of enemy mortars and a heavy crossfire from machine guns. Rushing to the wounded man's side, he examined his wounds and decided that the administration of plasma was necessary to save the man's life. Signalling his would-be assistants to remain under cover, he shielded the man as much as possible with his own body and, tying a plasma unit on a rifle planted upright in the sand, proceeded to administer the plasma. After bandaging the man's wounds, he pulled the man 30 yards through heavy enemy fire to a position of safety.

★ BUTEL, Joseph Louis, ENS, USNR, Paola, Kans.: As pilot of a fighter plane in BomRon 6, attached to USS *Hancock*, during action against enemy Japanese forces at Kure Harbor, Japan 25 July 1945. Undaunted by weather conditions that closed in the target, ENS Butel plunged through a small opening in the clouds and, in the face of antiaircraft fire, carried out an attack against major units of the Japanese fleet, scoring a direct hit to leave a hostile battleship on fire and smoking.

★ JARVIS, Benjamin C., LCDR, USN, Portsmouth, N.H.: As CO of USS *Baya* during her fourth war patrol in enemy controlled waters of the Southwest Pacific area from 20 Apr to 18 May 1945. When attacked by escort vessels during a night attack upon a closely guarded enemy convoy, LCDR Jarvis displayed leadership, initiative and cool judgment in preventing the possible destruction of his submarine although operating in shallow water against a numerically superior enemy force. Undeterred by this encounter, he later destroyed an entire convoy of three Japanese vessels.



LCDR Kincaid



LTJG Leake

★ KINCAID, Robert A., LCDR, USN, Jacksonville, Fla.: As leader of a group of fighter bomber planes in BomRon 83, attached to USS *Essex* in action against major units of the Japanese fleet at Yokosuka in Tokyo Bay, 19 July 1945. Participating in a bombing attack on an enemy battleship, LCDR Kincaid maneuvered his plane for maximum striking power and, pressing home his attack in the face of antiaircraft fire, succeeded in scoring a direct bomb hit which contributed materially to the damage inflicted on the hostile vessel.

★ LEAKE, Thomas M., LTJG, USNR, Pittsburgh, Pa.: As pilot of a dive-bomber plane in BomRon 6, attached to USS *Hancock*, in action against Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers, LTJG Leake piloted his aircraft through antiaircraft fire from both the enemy warships in the harbor and many gun emplacements on the shore to score a direct bomb hit on the aircraft carrier assigned him as a target.

★ MOORE, Robert D., LTJG, USNR, Minneapolis, Minn.: As pilot of a dive-bomber plane in BomRon 6, attached to USS *Hancock*, in action against Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers LTJG Moore piloted his aircraft through antiaircraft fire from both the enemy warships in the harbor and many gun emplacements on the shore to score a direct bomb hit on the battleship assigned him as a target.

★ ODENBRETT, Harvey G., LT, USNR, Milwaukee, Wis.: As pilot of a fighter plane in BomRon 6, attached to USS *Intrepid*, in action against Japanese forces during the first carrier strikes against Truk, 16 Feb 1944. Flying wingman in a two-plane fighter section, LT Odenbrett and his section leader initiated a strafing attack against a Japanese cruiser outside the reef and, when his companion was shot down during the action, circled the downed pilot and dropped him a life raft. As the hostile cruiser turned toward the pilot in the water, he made five strafing runs on the ship to divert its fire toward himself, and although wounded, succeeded in destroying a seaplane on the fantail



LT Maloney



LTJG Moore



LT Odenbrett



LT Sanders

and enabled his section leader to reach the safety of the reef.

★ PORTER, William W., ENS, USNR, St. Louis Park, Minn.: As pilot of fighter bomber plane in BomRon 83, attached to USS *Essex*, in action against major units of the Japanese fleet at Yokosuka in Tokyo Bay, 18 July 1945. Participating in a bombing attack on an enemy battleship, ENS Porter maneuvered his plane from maximum striking power and, pressing home his attack in the face of antiaircraft fire, succeeded in scoring a direct bomb hit which contributed materially to the damage inflicted on the hostile vessel.

★ REIDY, Thomas H., LCDR, USNR, Highland Park, Ill.: As pilot of a fighter plane of Air Group 83, based on board USS *Essex*, in action against major units of the Japanese fleet anchored in Kure Harbor, Japan, 24 July 1945. Flying as squadron leader of the fighter plane escort of the group of planes launched for the strike, LCDR Reidy selected as his target the Japanese heavy cruiser *Tone* and pressing home an attack in the face of antiaircraft fire, scored a direct hit and seriously crippled the hostile warship.



LCDR Reidy

★ SANDERS, Jr., William H., CDR, USN, San Diego, Calif.: As CO of USS *Aaron Ward* in action against Japanese forces off Okinawa, 3 May 1945. With his radar picket station the target for a coordinated attack by approximately 25 Japanese suicide planes, CDR Sanders fought his ship against the attackers and, although several bomb-laden planes crashed on board, directed his vessel in destroying five kamikazes, heavily damaging four others and routing the remainder. Determined to save his ship despite severe damage and the complete loss of power during this action, he then rallied his men and renewed the fight against raging fires, exploding ammunition and the flooding of all engineering spaces until, after a nightlong battle to keep the ship afloat, he succeeded in bringing her into port.

★ SCHACHT, Kenneth G., CDR, USN, Burlington, Wash.: As first lieutenant of USS *Perch*, during that vessel's second war patrol against enemy Japanese forces in the vicinity of the Java Sea, 2 Feb to 2 Mar 1942. During a 33-hour period of enemy countermeasures, handicapped by fatigue, tropical heat, humidity and foul air, CDR Schacht fought courageously to repair damages to his ship until further effort was rendered useless and the decision was made to abandon ship. With his ship under close range enemy fire, he stayed behind with the assistance of only one other man to sink the vessel. Proceeding aft to the engineroom to open the main ballast tank emergency vents, he then made a dash for the conning tower and, arriving at the hatch after its edge was beneath the surface, was the last to leave the ship, fighting his way through a wall of water. By his cool action and bold initiative, he contributed materially to the saving of many lives and to the successful sinking of *Perch*, thereby depriving the enemy of vital secrets.

★ TATRO, Jr., Wilfred B., LCDR, USNR, Fall River, Mass.: As captain of a torpedo boat in action against Japanese forces during the rescue of a Navy fighter pilot shot down in Wasile Bay, Halmahera Island. On the afternoon of 16 Sept. 1944, after attempts at rescue by airplane had been turned back by hostile anti-aircraft fire, LCDR Tatro requested permission to take part in a rescue by surface craft. Although the PTs were twice driven back by intense fire from numerous coastal defense guns lining an 11-mile strait at the entrance of the passage, he finally succeeded in guiding his boat through the narrow approaches to the bay, braving concentrations of Japanese fire for two and one-half hours until the stranded airman was rescued.

★ WASHBURN, Arthur T., CAPT, USN, Glenview, Ill.: As CO of USS *Lunga Point* in action against Japanese forces at Okinawa on 2 Apr 1945. Quick to act when at least six enemy suicide fighters executed a well-coordinated attack against his ship, CAPT Washburn maneuvered *Lunga Point* at high speed to bring maximum fire to bear on all attackers, enabling his gun crews to assist in the destruction of three planes. By his ship handling, cool courage in the face of seemingly certain hits, he was primarily responsible for the failure of the enemy to inflict damage to his ship, and contributed materially to the safety of accompanying vessels.



LTJG Smith



LTJG Whitford

BOOKS: FACTS AND FABLES THIS MONTH'S FARE

ONCE again new books have been chosen, purchased and sent on their way to ship and station libraries. Among them as always there is the heavy and the light, fact and fiction, famous authors and newcomers—something for every taste.

• *High Towers,* by Thomas B. Costain; Doubleday and Company, Inc.

Here is a fine new historical novel by the author of *The Black Rose, The Moneyman, For My Great Folly* and *Ride With Me.* In this novel, as in his others, Mr. Costain has centered his story around an outstanding real-life figure neglected in historical records. Here it is Charles LeMoyne, eldest of 10 brothers, head of a vast fur-trading enterprise in Montreal near the turn of the 17th century. Around him and two of his brothers—actual historical figures—is woven a host of fictional characters as real and alive as your division PO or the girl back home. Among these are Félicité and the carpenter Philippe, whose tender love story is closely knit into the life at the LeMoyne chateau.

The teeming characters move against two vivid backgrounds—Montreal, a busy, thriving, lusty and religious city with its fur traders, priests, soldiers, adventurers and imperious officials; and rough and raw New Orleans during the reckless days of colonization. Beneath all the color and motion there often lies an undercurrent of subtle humor:

"The old man stopped his angry shuffling. He stood stock-still and regarded her with sudden alarm in his beady eyes. 'I knew it! I'm being watched. My movements are spied on. I can't trust my own flesh and blood any more.' His voice died to a whisper. 'It's all clear now. They want to be rid of me. Well, I won't wait for it to happen.'

"Cecile flounced back to the fire. 'Are you going to hang yourself again, Father?' she demanded."

★ ★ ★

• *Wicked Water,* by MacKinlay Kantor; Random House, Inc.

To western cattle barons in 1899 the encroaching homesteaders were like stinging flies. But there was no law against them. Even the rustlers among them were seldom brought to justice. There seemed to be only one way to pry loose those already on the land and to discourage others from settling: scare them off.

Wicked Water is the story of the bloody descent of the notorious killer, Buster Crow, on the homesteaders of Pearl County. It is the story, too, of Mattie who loved Bus Crow in spite of herself and who bowed to justice in spite of her love. Against a background of driving action, it's the story of the dark rebellion in a killer's mind.

It's another unforgettable tale from America's old west, told by a master storyteller.



BRUTAL and bloody, *Wicked Water* is a new MacKinlay Kantor western about a notorious professional killer.

★ ★ ★

• *The Set of the Sails,* by Alan Villiers; Charles Scribner's Sons.

The sea called to the young Australian, Alan Villiers, early in his life. At the age of 15 he was already a sailing-ship apprentice. It was the start of a robust career in British ships, Scandinavian ships, Finnish ships, in whalers and in Arab dhows—all sailing vessels.

There was almost every hardship the sea can offer, but there were adventure and excitement, good times to match the bad, and rewards enough to make a man call it a good life. All these things spring to life in this book, along with the philosophy that the sea instills. In reading the matter-of-fact accounts of hardships, privation and death, one finds it difficult to believe that all the events described in the book occurred within the last 30 years.

Anyone whose blood stirs at the thought of high seas, rope yarn, canvas and tall ships will find the book fascinating and the 32 full-page photographs priceless. Mr. Villiers is the author of *The Cruise of the Conrad, Grain Race* and *Sons of Sinbad.*

★ ★ ★

• *Hitler and His Admirals,* by Anthony Martienssen; E. P. Dutton and Company, Inc.

Linking actual orders and reports from German naval archives found at Schloss Tambach into a continuous picture, this book tells of Nazi politics and personalities. It opens with Raedar and his development of the German navy, progresses through the use of that compact but powerful weapon in the early offensive warfare and follows the operations and campaigns that took place as the fleet's tactics changed from the offensive to the defensive.

It is not a hindsight chronicle, but a carefully documented volume of history from original, authentic sources. It is a "must" for today's student of militarism and strategy. It contains photographs and maps.

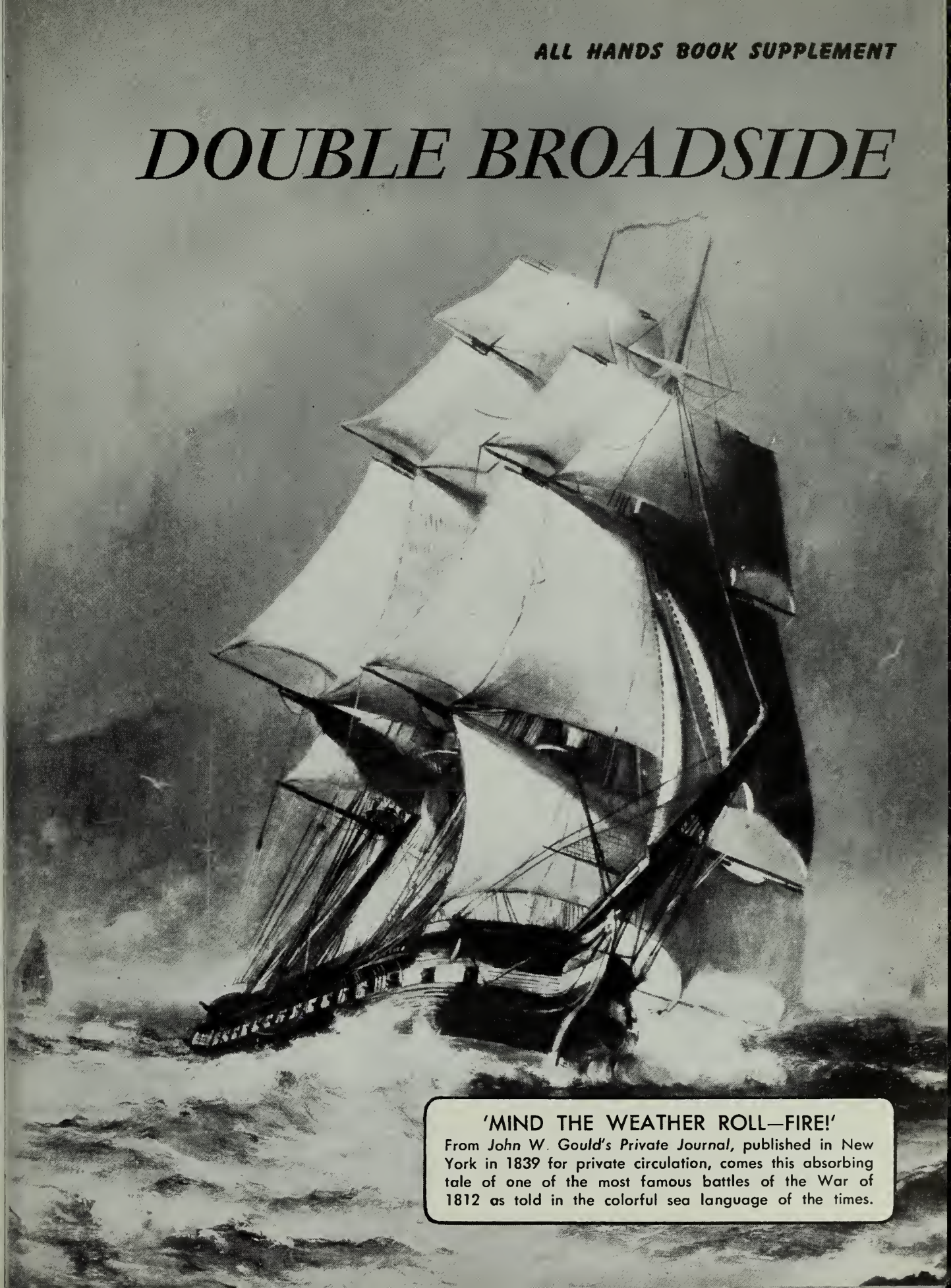
★ ★ ★

• *Cheaper by the Dozen,* by Frank B. Gilbreth Jr. and Ernestine Gilbreth Carey; Thomas Y. Crowell Company.

This is a first-person (or a first-12-person) book that is difficult to classify. It's a life-with-Father book with an unusual twist, yet Mother plays an important part, and so do the remaining 10 children (aside from the two narrators) and the family dog. Visiting sheiks add to the turmoil, as do the tribal Pierce-Arrow and Nantucket "natives" who considered the Gilbreth home a tourist attraction.

Still, it's a life-with-Father book, with this Father an efficiency expert. When he brings his mass-production methods home to the family, the results are convulsing in their hilarity. Regimentation can be extremely funny, and regimentation was the by-word in all things from tonsillectomies to bathroom duties. Still, many readers will find other passages the most amusing ones—passages not concerned primarily with efficiency and regimentation. One of them is the encounter of a birth-control lady with the family, and another is the "trial by fire" of a motorcycle-riding sheik who is treed while doubling as a peeking Tom. Most readers, if not all, will consider the book about as funny as an account of family life can get.

DOUBLE BROADSIDE



'MIND THE WEATHER ROLL—FIRE!'

From *John W. Gould's Private Journal,* published in New York in 1839 for private circulation, comes this absorbing tale of one of the most famous battles of the War of 1812 as told in the colorful sea language of the times.

DOUBLE BROADSIDE

One of the most noteworthy of battles during the War of 1812 was the capture of two British ships almost simultaneously by USS Constitution, *more popularly known as "Old Ironsides."*

Captain John Stewart won the praise of later naval strategists for winning an action which might easily have been reversed. Between the two of them, Cyane *and* Levant *carried 55 guns with a broadside weight of 754 pounds, as compared to* Constitution's *broadside weight of 644 pounds from 52 guns.*

The action opened in the waning hours of evening, with Cyane *about 250 yards off the port quarter to windward and* Levant *at the same distance off the port bow.*

For 15 minutes every gun on the three vessels that could be brought to bear kept up a hot and steady fire. The sun set and the moon came out to provide enough light for visibility.

Constitution's *clever maneuvering—which included backing down at one time, not an easily accomplished battle feat with sails—won the day. By the time both British ships were captured,* Cyane *had suffered 12 killed and 26 wounded out of a crew of 185 men and* Levant's *casualties were 23 killed and 16 wounded out of 138.*

Constitution *had six killed on her decks and nine wounded. By one o'clock, having cleared the decks of casualties and wreckage, she was ready to fight again.*

The following story, told in 1833 in the words of Jack Dennison, an unidentified crew member of USS Falmouth *at that time, represents the personal view. point of an enlisted man who had served on board* Constitution *during the engagement in 1815.*

John W. Gould, a crewmate of Dennison's on board Falmouth, *encourages Dennison to begin his tale of* Constitution's *fight as he remembers it after 18 years. Gould later set it down in his collection of writings entitled* John W. Gould's Private Journal, *which after Gould's death was printed for private circulation.*

I SAY, Jack Dennison," I addressed an old weather-beaten tar as broad as he was long and so heavily sparred that he looked for all the world like a line-o'-battle cut down: "Now's your turn: come, answer to your muster, and relieve the wheel. The boatswain has spun us a yarn as long as the fore-to'-bowline, spliced onto the jib-downhaul, so try your hand at the bellouts. Tip us a real, regular-built bloody one—none of your seven-water grog. Give it to us hand-over-fist. right off the reel and be alive about it. so that Bob won't be obliged to pipe 'All hands open top-lights, ahoy,' before you get it half reeled."

"Who made you Commodore, and be damned to you, you long-splice of a land-lubber?" says Jack, as he hauled up his courses, and cleared decks for action. "I can spin yarns, without asking any odds of you, you bone-polisher, so clap a stopper on the running part of that long tongue of yours, or I'll get the bos'n to seize you up in the weather-rigging and heave a dozen into you to make you clew up your jawing-tacks.

"Jack," says I, discreetly rolling out of striking distance, "your chat is like a reefer's orders—big words on a weak stomach. Come, bear a hand and pay out the slack, and, mind you don't choke us. Small-helm, my boy, keep her full-and-by, if she'll go it."

"You are a pretty fellow," says Jack, "to talk about small-helm. I don't believe you ever spoke the truth but once in your life, and that was when you said you did like duff-and-molasses, and didn't like a flogging."

"Avast Jack," says I, "I'll haul-off, and repair damages."

So Jack stowed away the old-soger in the North-East corner of his tarpaulin, took a fresh bite of purser's-plug, and tying an over-haul-knot with his fists, athwart his bread-bag, and mooring himself snugly, he began his yarn, as he did every thing, butt-end-foremost:

★ ★ ★

"Sail, ho!" sung out the lookout on the fore-topsail-yard of the frigate *Constitution*, Commodore Stewart, about four bells in the forenoon watch of the twentieth of February, 1815, Madeira bearing South-East by East, distant two hundred miles.

"Whereaway?" hailed the officer of the deck.

"Rightahead, Sir," replied the look-out.

"Gentlemen-of-the-watch!" hailed the lieutenant, "report to the Commodore, Sir, a strange sail right-ahead."

The middy made his report and came up again with orders to make all sail in chase.

"Ah!" thought we, as we set stu'n'-sails alow and aloft, though the breeze was rather too stiff for them, "now for some fun."

Old Ironsides took the hint, and gathering way, we were off in no time at all, South-and-by-East, at ten knots.

The lookout hailed again in five minutes, "Another sail, right ahead, Sir; close aboard the first one."

This was reported to the Commodore, and he repeated the order to pull a heel after them, and after them we went at a great rate, right before the wind which was so strong that the stu'n'-sail-booms bent like nothing, but the old man did not care for that.

After we had been spanking along about an hour, the officer of the deck hailed:

"Fore-topsail yard, there! What do you make them out to be?"

"Men-o'-war, sir, going large, stu'n'-sails set," says the lookout.

This report, "two men-o'-war ahead," spread through the ship in less than no time, and all the idlers, watch-below, and everybody came on deck to have a squint at them. The Commodore took a devil of a shot at them, through his long spy-glass, to make out where they hailed from. They were so far ahead that we couldn't make out anything, so we watched old Stewart, to see what he thought.

He stood on the starboard-cathead, squinting and squinting till we thought he never would knock off. After a long spell at it, he shut up the glass and went along aft, talking to himself as if he was working up his dead reckoning, and came to at the horse block all in a bight. All of a sudden he brightened up, went down into the cabin, and was on deck again in no time at all, in full uniform.

"There," says we. "the old man has got his fighting traps rigged, swabs and all. Now, then, look out for hard knocks and prize. money."

The officers took the hint, and in ten minutes all hands of them were in fighting togs, and things began to look a little man-o'-war fashion.

Well, we cracked on her ring-tail, sky-scraper, jibbe-jib and the devil knows what not. and went spanking off at twelve knots. The fellows ahead did their prettiest, too. so that it was three bells in the first dog watch before we got near enough to make out much.

We could then see, very plainly, that one of them was a cravatte and t'other a sloop of war, and they looked like Johnny Bull's craft. The old man ordered a bow chaser to be fired. just to make them look at us, for they were a long way out of shot. When he had waked them so, he sent up the old gridiron at the fore-skysail-masthead. so that they could see it plain. They answered a minute after, each a gun, and sent up British colors!

"Now, boys." says we. "for a brush." But Johnny Bull did not think so, pulling heel all the harder. But we gained on him, and 'twas very plain we should overhaul him. So the word was passed:

"Fore-and-aft, both sides. and amidships. all hands! turn to and clean yourselves, white frocks and trowsers, to muster."

2

Well, we cleared up decks, and got every thing in fighting trim—arm-chest on deck, cutlass racks at the capstan and forrard. put on the gratings, rove preventer sheets and braces, slung the yards in chains, lashed the topsails, sanded down decks, and got every thing ready in regular-built style. When we were within about four miles of the Englishmen, we trained one of our bow chasers on them and let drive, just by way of opening the conversation—as my sweetheart used to say. That did not do much, but Johnny Bull, as if he had just thought what we wanted of him, began to shorten sail as if he was coming to for us.

We were glad enough to see that motion and began to think he might be a clever fellow after all, and so shortened sail ourselves. But Johnny Bull was playing us a trick, for when we got under fighting canvass and had lost some headway, he threw his men aloft and his sails being only stopped-up, and not half stowed, he was under all sail again in a minute. But old Stewart saw what they were at, and they found that Yankees could lose sail too, upon a pinch, for we were under all sail almost as soon as they were, and after them we went.

The cravatte (we afterwards found she was *Cyane*, and t'other *Levant*, and I'll call them so 'cause it's shorter) began to blaze away at us with her stern chasers. But we told her nothing, for firing bow chasers deadens a ship's way and we determined to put off that part of the business till we got them alongside. So we went on, gaining on the mat every plunge, when all of a sudden they began to shorten sail again.

We began to take in sail too, for stu'n'-sails are no things to go into action with. keeping an eye on them for fear they would trick us again. And, sure enough, so it was. When we had got under topsails, topgallan'-sails and courses, they both came up into the wind, gave us each a broadside and then made all sail to get away.

That did not please us much, and we swore some pretty tough ones at them and gave chase. This time we gained on them the same as before, and coming nearer and nearer, they saw they could not get away and then they shortened sail. Like true English bull-dogs, they got ready for whatever we chose to give them—and to do their best to be Scotch prizes to us, after all.

We shortened sail, stowing every thing snug, for we saw they meant to fight it out this time, and then sent up ensigns at the fore, main, and mizzen, at the peak and on the bowsprit, so that if some were shot away, we should have something to fight under still. But Commodore Stewart, knowing the spunk of us fellows, gave particular orders not to nail them to the mast. He knew, as any one with brains would, that that way of doing business was all folly. It was, he knew, an impossibility for Johnny Bull to beat us in fair fighting, yard arm to yard arm, but then some



SAILING between British ships, *Cyane* and *Levant*, was maneuver by which *Old Ironsides* scored her double victory.

DOUBLE BROADSIDE (CONT.)

accident might happen and we should be in a bight if the signal halyards would not render.

The order was obeyed by all except Pat Flanagan, an Irish fore-topman, who was aloft to set the ensign at the fore. He took up some nails and a marlinspike for a hammer, and nailed the ensign to the flagpole in three places.

"There," says Pat, as he came down into the fore-top, "I'll be damned if that flag shall be struck, unless the mast goes by the board."

Then the drums beat to quarters and as soon as they had done, the saucy Englishmen repeated the call with a full band and rolled off with "Rule Britannia," and both luffing suddenly in the last strain, the music was drowned with the thunder of two broadsides fired all together, plump at us.

Then came the orders for bringing ship to action. Both batteries were cast loose, tompions out, aprons off, and loaded with each a round shot, a stand of grape and cannister.

"Man both batteries!" sung out the first-luff, and they were manned.

"Depress your guns for a close fire. Wait for the word of command. Silence, fore-and-aft!"

He stopped, and we hardly breathed. Our decks were as still as death. As I was only about eighteen years old and had never been in action, I began to feel a little streaked. I was stationed at one of the quarter-deck guns and of course could see every thing. Standing still alongside my gun, I had nothing to think of but the question whether the flat-fish wouldn't be dubbing their ugly noses into my carcass, at the bottom of the sea, before long. I can tell you, I felt a little queer as the shot from the Englishmen flew around us; I didn't like standing still to be shot at.

3

Right ahead, about a mile off, were *Cyane* and *Levant*, under easy sail. *Levant* was a little ahead of *Cyane*, and as it was bright moonlight we could see everything as plain as day, and they blazed away at us with stern chasers and quarterdeck guns all the time but we took no notice of it.

"Wait for the word of command," says the first-luff again, "not a shot must be thrown away."

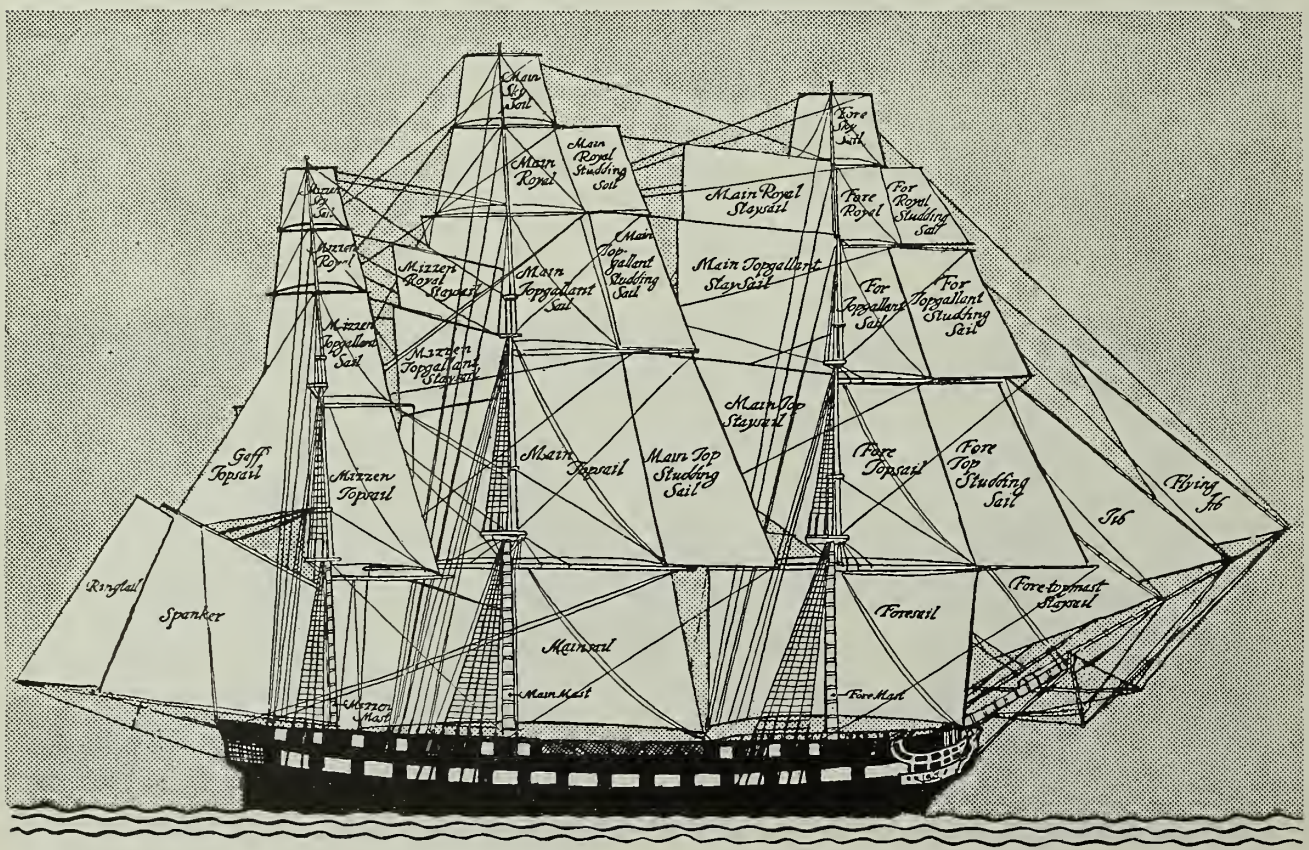
As we neared them, their fire grew hotter and hotter, till, when we were on *Cyane's* larboard quarter, the sea was all in a blaze.

"Port!" hailed the first-luff in a voice so loud that we heard it plain in spite of the Englishmen's broadsides. Their game was to keep both on our larboard side so that we should be obliged to divide our larboard battery between them, but Commodore Stewart knew better than that.

We passed the starboard side of *Cyane* and luffed up between her and *Levant*. They luffed too so that we should not rake them, and then the first lieutenant hailed again.

"Mind the weather roll—fire!"

Every gun aboard was fired the minute the word passed his lips, the larboard battery into *Cyane* and the starboard into the *Levant*. Since the kick of one battery met the kick of the other, the ship didn't heel



SAIL PLAN of U. S. Frigate *Constitution* shows maze of rigging which added so much to the jargon of the sea.

an inch, but trembled like a leaf from the kelson to the trucks. I never shall forget how I felt then: the noise of our batteries was enough to split a man's head open, but the most awful sound to me was the crashing our shot made aboard the Englishmen. It was as if every mast had gone by the board.

They gave us as good as we sent and tried to rake us, but they found we could fight both batteries and work ship too. So at it we went, hammer and tongs, and shot and splinters flew well, fore and aft.

I was first loader of my gun, and since it was in the larboard battery, my mark was *Cyane*. After we had been at it a little while, a round shot took the man next me in the head and dashed his blood and brains all over me, but all my skittishness was gone after the first broadside and I did not mind this trifle at all.

The next minute, as I had finished loading her and and was stepping back, my left arm dropped numb by my side. I felt of it but there was no skin broken nor so much as the sleeve of my frock singed, but still I could not lift it; and I 'spose 'twas the wind of a shot passing close to it.

The lieutenant of my division, seeing something was foul, told me to go below to the doctor.

"If I do, I'm damned," says I, touching my hat so that he needn't call it insolence, but I took my station at the train tackle, for I could haul in and run out the gun with one hand as well as a dozen. The man I relieved took my post as loader, and a minute after a round shot cut him in two. There was my luck.

Well, after awhile the enemy's fire began to slack a little, which made us work away all the harder, and pretty soon *Cyane* hauled down her ensign, (guess 'twasn't nailed to the mast!) but *Levant* made sail to get away. Old Ironsides fell off from the wind to bring her larboard broadside to bear on her, and gave it to her so solidly that she, too. hauled down her flag.

We gave them three cheers and then, boats being lowered, the Commodore sent a lieutenant and a prize crew aboard each of them to take possession of them and receive their surrender.

Well, we bore away toward Madeira, sailing along easy, repairing damages. When that was done, we spliced the main brace and if grog ever tasted well, it did then.

About six bells in the first watch, the lieutenant in charge of *Cyane* hailed to say that he wanted the carpenter and his gang, for the ship was sinking.

Commodore Stewart answered the hail himself: "Tack ship, Sir, and crowd all sail."

4

This was just the thing. She had fought her starboard battery and that was the side cut up with our shot. Tacking and crowding all sail threw it clear out of water, so that the carpenter had a fair chance at it and old Nipton no chance at all. In an hour, the lieutenant made report that every thing was snug again.

We made Madeira in a couple of days, and came to an anchor in Porto Prava and began to refit, and manned *Cyane* and *Levant* as well as we could and still have men enough for old Ironsides. In a week we were ready for sea and were lying quietly at anchor, when, one foggy morning, a small craft arrived and reported an English fleet outside, coming in. We knew, well enough, that the English would not care a straw for the Spanish neutrality, so we cut our cables and since the English prisoners would be in the way in a fight, we sent them all ashore and then stood out. There was an old Spanish battery ashore which commanded the whole bay, and as soon as we had landed the prisoners, the damned rascals ran to that battery, manned it and opened upon us in fine style. That didn't please old Stewart over well and he swore some pretty tough ones, that if he got clear of the English fleet outside, he would come back and blow those fellows into the air.

Now, the harbor of Porto Prava has a small but high island at its mouth, so that there are two channels of entrance; and, as the fog was very thick, the English fleet came in at one, as we walked out at the other. But they soon found their mistake and came out again, before we could get any kind of start and gave chase. They were five sail—two 74-gun sail of the line, one razee and two 50-gun frigates.

We could not stand all that. They carried too many guns for us, and we crowded all sail to get away. We soon found that if our prizes could keep up with us, we couldn't run the English fleet either; so we had to shorten sail to allow them to keep in company, and going so, Johnny Bull gained on us. Now, the Commodore showed them a Yankee trick. He ordered *Cyane* and *Levant* to carry on every thing they could show, then coolly dropped astern of them, and backed his main topsail to make the Englishmen think he intended to fight the whole bunch of them so that they would shorten sail, and *Cyane* and *Levant* could get away. Then he would brace up again and walk right away from them, for he knew that none of their ships could begin to sail with *Constitution*.

That was a pretty saucy trick, I'm thinking—one frigate heave-to, for two 74s, a razee, and two frigates as big as herself! whew- -w! But after all, this trick didn't do much good, for the English followed on, crowding all sail. The Commodore braced up again and then hove out a signal to *Levant*, which was falling astern of *Cyane* every minute, to tack ship and stand back for Porto Prava to take shelter under Spanish neutrality, while we and *Cyane* went on. She tacked accordingly, and the English admiral detached two frigates, (*Newcastle* and *Acasta*, 44 guns) to give her chase while he and the rest of the squadron bore down after us.

Now, Commodore Stewart knew well enough that if *Newcastle* and *Acasta* kept on after *Levant*, they would probably catch her. So he shortened sail again, backed his maintopsail and fired a gun to windward, hoping that the English admiral would then recall his frigates to take *Constitution* so *Levant* would escape. but here he was mistaken. The admiral knew that his 74s and razee were enough to take us, so he let *Acasta* and *Newcastle* go on while he crowded on after us.

When we came into New York in April, *Cyane* was at anchor off the Battery. *Levant* took refuge in Porto Prava and the English broke the Spanish neutrality. as we knew they would, and managed, with two 50-gun frigates, to take a sloop-of-war of 22 guns with only thirty men to man her.

TAFFRAIL TALK

PEOPLE who write letters to ALL HANDS must be all of the same mind, for their letters often read similarly. It's a temptation to get our research department to tabulate some of the stock phrases which appear, because we're confident there would be some surprising statistics in their report.

Above all others, there is one opening line which is definitely a favorite, and we always know what to expect upon opening a



letter which begins: "Dear Editor, Having been a plank owner of USS . . ."

The man invariably follows with questions on (1) how many ribbons the ship earned, (2) its present location, and sometimes (3) who the present skipper is.

One man surprised us, though. His letter read, "Having been a plank owner of the USS . . . and realizing that the ship is now decommissioned, I would like to know where I can get my plank."

★ ★ ★

Many years ago a young Filipino boy watched sailors come to his home town on liberty and wished he could join the Navy. Here's his story:

"Just before World War II broke out, my best buddies serving on board USS *Augusta* (CA 31) used to spend their week-end



liberties in my aunt's hotel in Pasasanjan, Laguna, Philippines, about 70 miles from Manila.

"I was but a young kid those days and was a waiter in the hotel. Some week-ends a big bunch of the *Augusta's* crew would come to our town to see the famous water falls located in the heart of a nearby jungle. To see the falls they had to hire canoes paddled by experienced Filipino boatmen."

A close friendship grew up with the boy, who escorted the sailors on their liberty jaunts. "I was just like a mascot to them but I liked it because they were all friendly to me.

"After the war broke out and up to the present time I haven't heard from any of the crewmen. . . . I know they will be very happy if they found out that I am now in the U.S. Navy and already a naturalized citizen of the United States." The writer is Barry Abella, YN3, USN, attached to USS *Topeka* (CL 67).

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

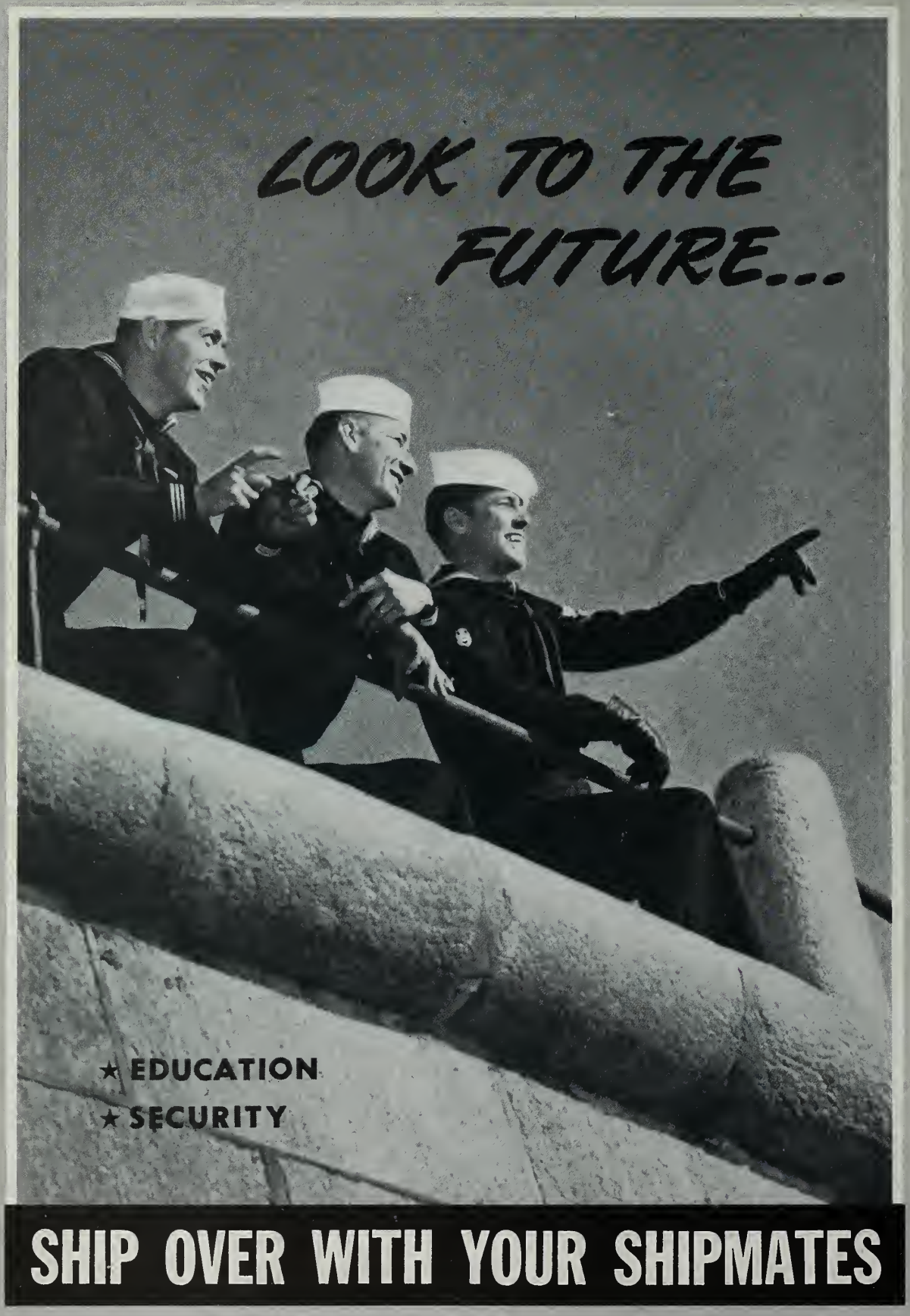
Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where specal circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: Under the broom of J. Rowland, SA, USN, from Beaumont, Texas, the top of a gun mount on board USS *Albany* (CA 123) gets a clean sweepdown. The cruiser was among ships of the Sixth Task Fleet.


CLEAN
SWEEPDOWN


LOOK TO THE FUTURE...
★ EDUCATION
★ SECURITY
SHIP OVER WITH YOUR SHIPMATES

D20.8:

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



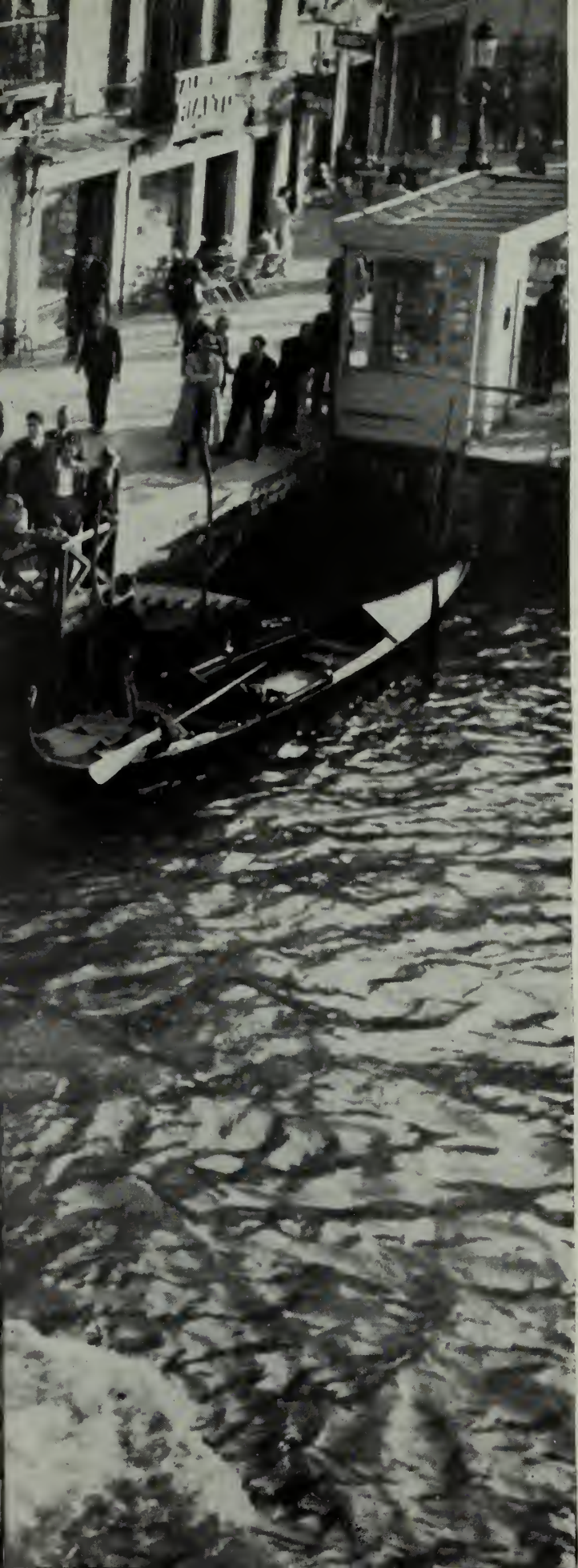
This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

MARCH 1949



HAPPY LANDING



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MARCH 1949 Navpers-O NUMBER 385

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

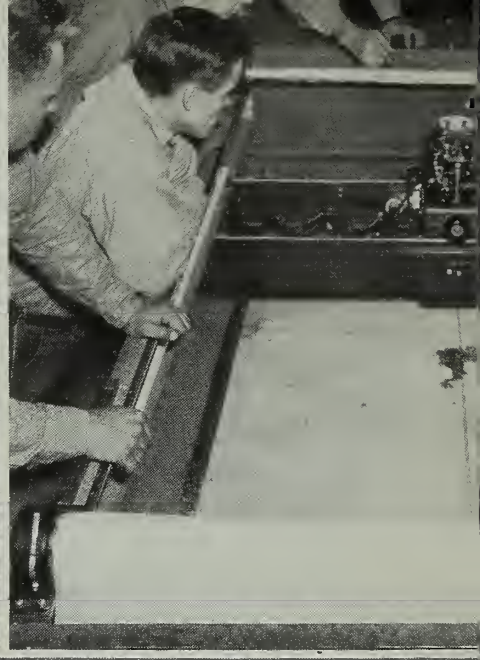
	Page
Careers in Air Ratings	2
The Word	6
Canned Horsepower	8
Navy Sports Roundup	9
Symbols of Achievement in Navy Sports	12
New Super Carrier Bears Illustrious Name	14
Sub Savers	15
Reserve Medics Ready to Meet Navy Needs	16
'Copters Clinch Berth on Navy Team	20
Fledgling Fliers	25
Letters to the Editor	26
Reserve Duty on a DE	31
Today's Navy	32
Bulletin Board	38
Budget to Cause Smaller Navy	39
Regulations About Dependents	41
Stricter Disloyalty Policy	42
Legislative Summary	48
Directives in Brief	49
Benefits for Veterans and Survivors	50
Decorations and Citations	57
Books: Fact and Fiction Featured	58
Book Supplement: *Raider's End*	59
Taffrail Talk	64

• FRONT COVER: In the traditional garb of the foul-weather sailor, the bos'n shouts through the rain as the Navy's tasks go on.—*All Hands* photo by Walter G. Seewald.

• AT LEFT: A liberty boat from USS *Yellowstone* (AD 27) approaches a landing in Venice, Italy, as members of the ship's crew relax ashore.

CREDITS: All photographs published in *All Hands* are official U.S. Navy photos unless otherwise designated: p. 7, USMC; p. 35, top, by Evans Lantz, MUC, USN.





INSTRUCTION in use of fire-fighting equipment (above) and ultrasonic trainer (center) are two highspots in the training.

CAREERS IN

IMAGINE a device with a wide mouth into which are fed unshaped chunks of clay and 13 openings at its other end where rough diamonds come out, and you have a rough idea of how the Naval Air Technical Command's Airman School operates.

The raw material, of course, consists of recruits fresh from boot camp. The product is a flow of young men trained in the fundamentals of 13 aviation rates, besides the two nonrated classifications.

The success of naval aviation depends upon three essentials—unequaled planes, crack pilots and perfection in maintenance crews. Supplying trained technicians for maintaining the Navy's air fleets around the world is the responsibility of Naval Air Technical Training.

During World War II some 100 schools located in strategic spots throughout the country turned out the men who kept the mightiest naval air armada of all time in the skies. Today, aviation technician schools have been largely consolidated within the vast Naval Air Technical Training Center at Memphis, Tenn. There the Chief of Naval Air Technical Training has his headquarters. There, also, lies the nerve-center of seven other units scattered from coast to coast. A total of 33 schools are under the Command.

The airman school comprises the bedrock and the foundation of Naval Air Technical Training. It is not, however, merely a vague introduction to tomorrow's labors for Airman Jones. In many ways it is the most important element in Naval Air Technical Training. It is here the Navy sees that Airman Jones doesn't get channeled into a job better suited for Airman Smith, and vice versa. And the process of helping Jones to choose his job isn't hurried. Final choice is not required until the end of 320 hours' instruction.

At the school the student undergoes the primary training that comprises the groundwork of his future career. He receives the rudiments of aviation seamanship and is introduced to the basic skills of every aviation rating. He also learns the primary principles of survival equipment, passes specified swimming tests, and, most important of all, goes through the series of screening and rate-selection examinations. In all, he is supplied with information which prepares him for the next level of training—Class A school instruction.

Screening for future ratings is by preference, ability and general qualifications, in conjunction with the overall needs of the Navy.

The first two days of airman school training—before Airman Jones sets foot in a classroom or shop—are devoted to learning just what crafts and specialties are included in each rating. He learns, first of all, that he must wait until he reports to the fleet to earn a combat aircrewman rating. Aside from that, the DCNO (Air) makes every effort to place personnel in the billets where a man's desires and accomplishments will be in accord.

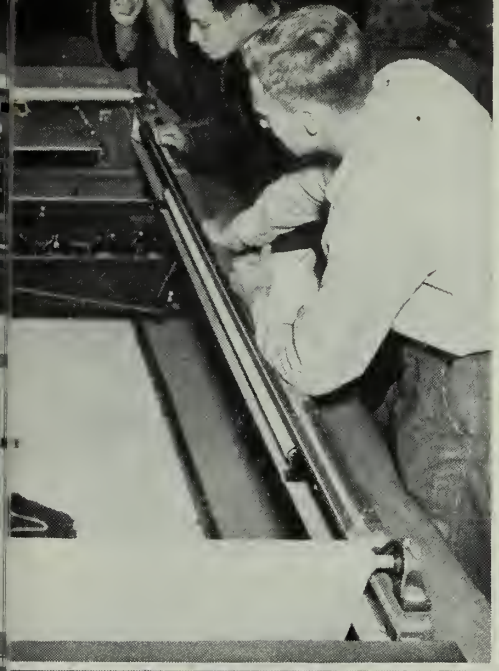
When the two days of indoctrination are over, Airman Jones is permitted to state for the first time his rating preferences.

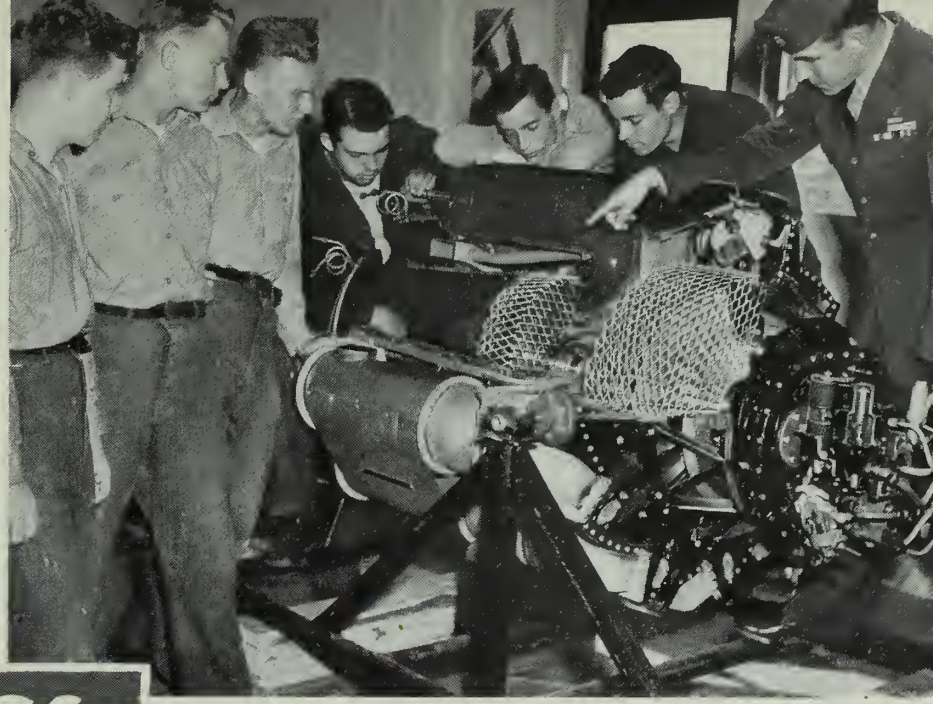
So—school begins.

Rate indoctrination is the next step for Jones's class, and for two weeks he and his companions will spend one



PHOTOGRAPHY, of vital importance to naval aviation, is given thorough cover-





AIR RATINGS

CUTAWAY is used to demonstrate features of one of the powerful jet engines used in the latest Navy aircraft.

hour in each of the rate shops. In this phase of training, Airman Jones learns that all 13 aviation ratings are individual links in a strong chain—the chain that constitutes the maintenance branch of the Navy in the air.

The airman school is equipped with ample laboratories and workshops, called "rate shops." These offer a condensed up-to-date curriculum of such subjects as aerology, electronics, hydraulics, metal-working, photography, ordnance and gunnery, electricity, internal combustion and jet engines, and many other courses in naval aviation ratings.



age in school's curriculum. Here, airmen get word on the useful F 56 aerial camera.

Here are a trainee's 13 choices:

• Electronics—one of the most fascinating subjects to be taught in the school. High spot of the electronics training is use of the ultrasonic trainer. This contains relief maps and a device which changes sound to electrical impulses. Seated at the scopes of the machine, the student actually sees himself flying over South Pacific islands. Two rates are involved here—aviation electronicsman and aviation electronics technician.

• Aerology—a vitally important ally in successful air and sea operations. Reports of aerologists are one of the controlling factors in planning every flight. In the AG shop Jones discovers that aerographer's mates are the men of naval aviation who collect, prepare and distribute all sorts of weather data required in making weather forecasts.

In a large room of the AG rate shop, Johnny examines the seven scale-model displays which illustrate the things with which AGs work. In the AG rate shop Jones really begins to appreciate the need for the physics course which will come later. On the roof of the shop is a weather station where trainees are taught to measure wind force by pilot balloons and theodolites.

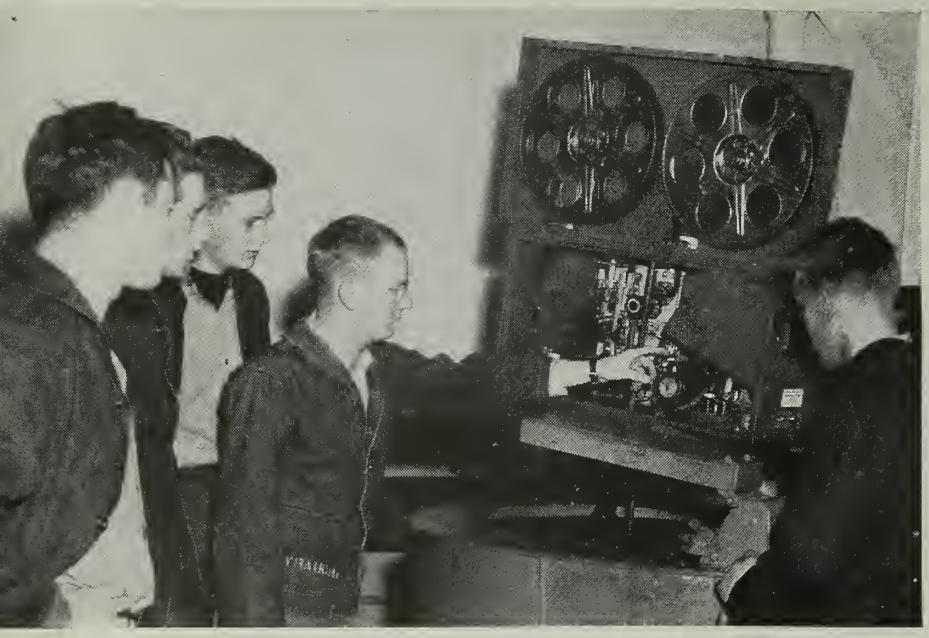
• In the aviation machinist's mate rate shop—called the "AD" rate shop—an appeal is made to Jones's interest in mechanics. This shop consists of a huge room attractively filled with late-model aircraft engines and propellers. One of the latest types of jet power plants is also on display. The instinctive knack of practically every American youth for engine mechanics is heightened by this interesting introduction to the mighty power plants of Navy planes.

• Every electrical circuit in an airplane is important and each one must be perfect. The problem of aircraft electrical maintenance belongs to the aviation electrician's mates, as Jones learns when he enters the "AE" rate shop.

Instructors, all fleet-experienced petty officers, explain what the trainees will learn if they select and earn assignment to the Class A school for electrician's mates—for instance, the fundamentals of electricity, lighting and wiring circuits, generators, magnetos, and all other aircraft electrical devices.

• Survival equipment comes now to the student's attention. In the parachute rigger rate shop, Jones is briefed in the survival equipment used in naval aircraft. He learns the fundamentals of accepted medical and physiological procedures used to prolong life.

Should he select the parachute rigger rating, he will be sent to the rigger

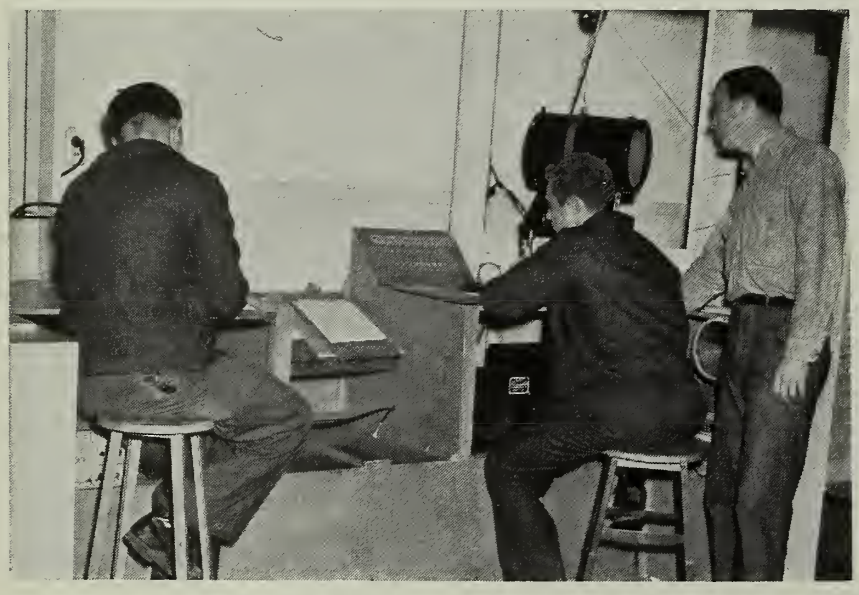


PANORAMIC gunner trainer teaches student turret gunners lead, deflection and other elements of good aerial gunnery under realistic flight conditions.

school at the naval air technical training unit at the Naval Air Station, Lakehurst, N. J. There he will learn the art of packing, inspecting and repairing chutes and will become an expert on sea and air rescue equipment.

• Ordnance, such as guns, bombs, torpedoes and rockets—all the weapons and ammunition with which a plane fights—are the concern of aviation ordnancemen. Personnel of this rating are the ballistics experts on guns ranging from the .22-caliber training pistol to the 20-mm. aircraft cannon.

• In the AF rate shop, Jones is given the entire picture of naval aerial photography. He learns that while aerial photography itself is vitally important, it is only one phase of the work performed by aviation photographer's mates. Developing and printing in the dark-room may occupy a large portion of their time, and they must be able to make still photographs or motion pictures both on the ground and in the air. Their assignments may cover such wide fields as public information, portraiture, or terrain mapping.



CONTROL TOWER mock-up is used to train student air controlmen in the important and complex assignment of directing traffic around landing fields.

• In the aviation structural mechanics rate shop, the student is introduced to the AM branch of naval aviation—the rating now combining the old aviation riggers rate, the fabric and dope job, the aviation carpenter's mate rate and the aviation machinist's mate (hydraulic) rate. Formerly known as aviation metalsmith, the rate has always carried the nick-name, "workhorse of the Navy."

AMs are specialists in metal, plastic, and fabric repair. Airmen who become AMs will master riveting, stretching, shrinking and forming operations in aluminum. They will learn to saw, cement and polish plastics and become adept at the welding trade, as well as in aircraft hydraulics.

• The most critical moments in normal flight are the take-off and the landing. In such moments the pilot must be assured of clear skyways and landing strips free of other planes. The men who direct the air traffic around air stations are air controlmen.

In the AC rate shop Jones is told that air controlmen must master stiff ground school assignments including courses in aerology, air traffic control, radio navigation, Link Trainer work, airport traffic control, radio communications and code, civil air regulations, ground-controlled approach, and recognition of service aircraft.

• In the AK rate shop, Jones learns that owners of the "flying keys" are trained to know every part of a plane so that maintenance technicians may draw parts in a hurry to make repairs. He discovers that an AK must know procurement procedures like the palm of his hands, and understand equally well the details of stowage, survey and salvage.

• Not long ago men who handled planes aboard an aircraft carrier were a hodge-podge of ratings from seamen to ordnancemen. Order was brought out of this chaotic condition when the Navy set up the all-inclusive rating of aviation boatswain's mate.

Should the student select the AB rating and earn entrance to the AB school, he will learn about the Navy's catapults and see them in operation. He will learn the nomenclature, operation and maintenance of the arresting gear used in naval aviation, as well as fire prevention, types of fire-fighting equipment, and organization of crews for fighting crash fires.

• One more rate open to Jones and

his companions is tradevman—training devices man.

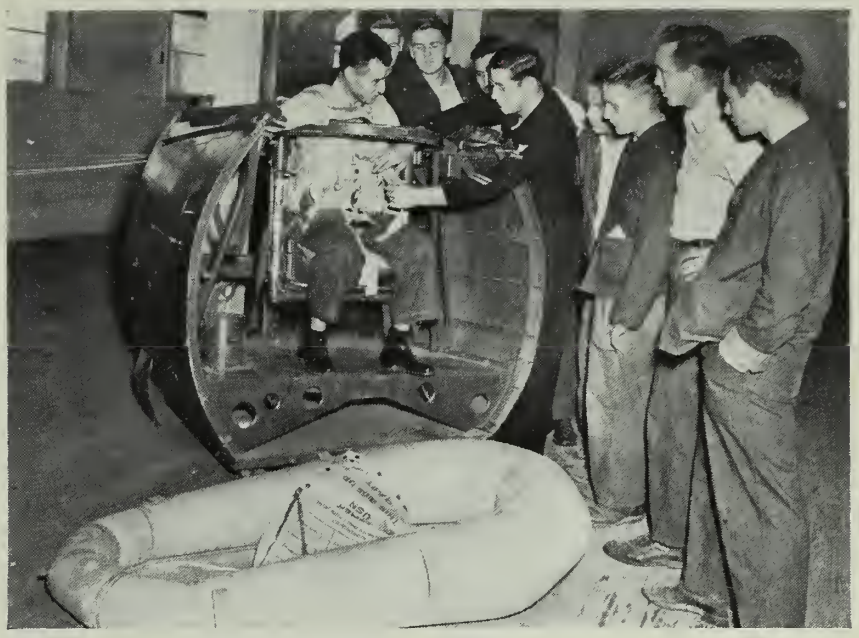
When Jones has made the rounds of all rate shops, he has become more familiar with the enlisted structure of naval aviation. Exposure to all 13 ratings has given him a fair idea of what each is all about. Now he may again state his choice of specialties he desires to enter—three specialties, in the order of first, second and third choice.

Three weeks have gone by. The fourth and fifth weeks take Jones once again through the rate shops, this time for a four-hour period in each class. After that, the arduous part of the training begins. Before the student are long sessions of classroom work in mathematics, physics, blueprint reading and layout work, and weighty lessons to master.

A course in use of hand tools is included. Regardless of the rating for which they are destined, all trainees are taught to dismantle and reassemble typical aircraft carburetors and cylinders in a huge workshop located in a hangar set aside for Airman School trainees. They also learn the principles of making such simple devices as Dzus keys, under the supervision of expert craftsmen.

During his seventh week at the school, the student states his preference of rating desired for the third time. Intimate association with each rating has furnished him knowledge of what each specialty entails.

The grades earned by each trainee during the first seven weeks of instruction are carefully studied by able counsellors. They are compared with a BuPers qualification sheet stating the minimum grades required for entry into each rating. Counsellors carefully selected for guiding trainees are available to Airman School students at all times. At the end of seven weeks, however, the student is scheduled for a 30-minute special conference with a counsellor who has before him every fact concerning Jones's future in naval aviation.



SURVIVAL phase of the training of parachute riggers includes a classroom demonstration of the proper methods of escape from ditched aircraft.

The trainee's previous education is a big factor in deciding whether he is qualified to enter a selected rating. All facts are carefully weighed and balanced with scholastic and aptitude marks compiled during Airman School training. With all data compiled, the counsellor requests Airman Johnny to make his fourth and final rate discussion, then discusses with him the reasons behind the choice. If Jones has failed to compile grades required for his first selection, the counsellor must "sell" him on the second choice, or the third in some cases. It sometimes occurs that the trainee fails to measure up to any of his preferences. Then the data gathered by the counsellor is used to fit the student into the niche where he is best fitted.

The airman school points proudly to its record of placing more than 70 per cent of its graduates in the Class A school of their choice. Less than five per cent of the men fail to receive one of their first three choices. The few who fail to qualify for any Class A school find their groundwork in aviation and the use of hand tools valuable to them as non-rated men reporting to the fleet.

Whatever their final destiny, Jones and all the other airman school trainees who go on to Class A training have joined the ranks of naval aviation technicians—the blood, muscle and heart of naval aviation.



STUDENTS for the rate of aviation ordnanceman learn the intricacies of all the weapons and ammunition with which the latest Navy planes fight.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• CEC TRAINING—A course to equalize the formal education of junior CEC officers convenes in September 1949 at Rensselaer Polytechnic Institute, Troy, N.Y. Ensigns and lieutenants (junior grade) who will have had a minimum of two years' active duty in the regular corps as of June 1949 are eligible to apply. Length of the course is one academic year.

Interested CEC officers should submit applications via official channels to reach BuPers (Attn: Pers-311E2) prior to 1 Apr 1949.

• CHANGEOVER NEARS—Under previously issued regulations, 2 Apr 1949 is the deadline date by which many changes must be made in uniform insignia worn by enlisted personnel.

By that time, enlisted personnel must be wearing these insignia as follows:

• Rating badges on the left arm, midway between shoulder and elbow. (Petty officers who previously wore their rating badges on the right arm may continue to wear the same badge on the left arm until the present stock of the old right-arm badges has been exhausted.)

• Distinguishing marks on the right arm, midway between shoulder and elbow.

• Group-rate marks for enlisted men of pay grades 5, 6 and 7 must be worn on the left arm, midway between shoulder and elbow.

• Branch marks, no longer authorized, must be removed.

• Cuff marks for all enlisted men other than CPOs and stewards will consist of three white stripes on the cuffs of dress blue jumpers.

Several non-regulation rating badges and insignia worn by CPOs and stewards have been noted by the Bureau of Naval Personnel.

Among the more prevalent mistakes are:

• CPOs wear rating badges consisting of silver eagle and specialty marks with red chevrons or silver eagle and specialty marks with blue chevrons on the aviation winter working uniform. The rating badge prescribed for this uniform consists of blue eagle, specialty mark and chevrons. No other badge has been authorized for this uniform since 14 Oct 1946.

• Stewards of pay grades 1, 2 and 3 have been observed wearing rating badges consisting of silver eagle and specialty mark with blue chevrons on service dress khaki. Chief stewards and chief petty officers only are authorized to wear the silver rating badge with service dress khaki. Other stewards must wear only the badge consisting of blue eagle, specialty mark and chevrons.

The 2 April deadline also applies to the changeover by enlisted women to the officer-type combination hat if these items are available by that time. In addition, gilt buttons must replace the blue buttons on their uniforms by that date.

WHAT'S IN A NAME



Chit

One of the old traditions carried on in the Navy is use of the "chit" — a carryover from the days when Hindu traders used slips of paper called "citthi" for money so they wouldn't have to carry heavy bags of gold and silver.

British sailors shortened the word to "chit" and applied it to their mess vouchers. Its most outstanding use in the Navy today is for drawing pay but the term is currently applied to almost any piece of paper from a pass to an official letter.

• SCHOOL NAME CHANGES—Two naval schools have had their designations changed to indicate the broader scope of their curricula.

The school formerly called U. S. Naval School, Refrigeration, Class C-1, Service Schools, Receiving Station, Norfolk, Va., is now designated U. S. Naval School, Air Conditioning and Refrigeration, Class C-1, Service Schools, Receiving Station, Norfolk, Va.

The school formerly known as U. S. Naval School, Refrigeration, Class C-1, Service School Command, NTC, San Diego, Calif., is now designated U. S. Naval School, Air Conditioning and Refrigeration, Class C-1, Service School Command, NTC, San Diego, Calif.

The status of these schools as components of the U. S. Naval Receiving Station, Norfolk, Va., and Service School Command, NTC, San Diego, Calif., respectively, remains unchanged. The directive bringing about the redesignation is BuPers Circ. Ltr. 230-48 (NDB, 15 Dec 1948).

• VETERANS—Civil readjustment information officers will find in BuPers Circ. Ltr. 22-49 (NDB, 15 Feb 1949) an outline of current informational material which has been forwarded to all ships and stations. The letter also outlines the Bureau's policy in distributing such material.

• MAGAZINES — All commands are cautioned, in BuPers Circ. Ltr. 16-49 (NDB, 31 Jan 1949), concerning magazine subscription contracts with companies not absolutely known to be reliable. Particularly to be distrusted are agents offering reduced rates.

A case in point is the investigation of one such company which has sold ships' welfare officers cheap subscriptions but had failed to deliver magazines. Upon questioning, commands were informed that publishers would not accept the advertised rates and that additional payment was necessary. Requests for reimbursement of original payments brought the reply that the company had no funds available.

Investigation of the concern revealed a financial empire consisting of printed forms, one desk, one chair and an impressive cash deficit. The individual operating the company could neither refund money nor deliver according to the original contract.

• FOREIGN PER DIEM—Increases have been approved by the Secretary of the Navy for per diem allowances to Navy and Marine Corps personnel stationed within five foreign localities.

The increases are in line with a rise in living costs in the localities listed. Included in SecNav's authorization are the cities of Paris along with its Orly Field, and London as distinguished from other areas of France and England. In addition to the two foreign capitals the other three areas affected by the order are Great Britain and Northern Ireland, France, and Saudi Arabia.

The new rates affecting station subsistence and quarters per diem allowances and travel per diem allowances will be incorporated in Appendix C of U. S. Navy Travel Instructions.



FLYIN' HIGH—First to ride in Marine's new TF-80 jets was Walter W. Fleetwood, MSgt, USMC.

Marine Corps EM Honored By 600 MPH Pickaback Ride

The first enlisted man from the Marine Corps United States West Coast units has made a flight as passenger in a two-seater jet plane.

As the TF-80, attained speeds over 600 miles an hour, MSgt Walter W. Fleetwood, USMC, accompanied an aircraft company test pilot in the 30-minute trial flight.

The sergeant, attached to VMF 311 as engineering chief, served in China and the South Pacific during his nine years of service with the Marine Corps.

His name was selected from a long list of applicants for the honor of adding a "first" to career histories.

• SUB LOSSES—A 174-page book, *U. S. Submarine Losses World War II*, giving information about U. S. submarines and their personnel that were lost in World War II, is available at the U. S. Government Printing Office at 60 cents per copy.

Each of the 52 submarines lost during the war is given a short chapter in the book, including a roster of the crew—and passengers, if any—besides pictures and several hundred words of print. The text concerning each submarine gives, as far as possible, the circumstances surrounding the sinking. Also included is a chart showing the position of 49 of the 52 losses, as well as other charts and introductory material.

Make check or money order payable to Superintendent of Documents and address your order: Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C.

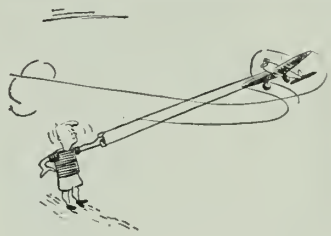
• JET TRAINING—A factory training program in the maintenance overhaul and operation of jet engines is being conducted for naval personnel at certain manufacturing plants.

Three-week training courses on the J-33, J-34, J-35 and J-42 jet engines have been established. Courses on the J-33 and J-35 engines are conducted at the Allison Division, General Motors Corp., Indianapolis, Ind. The Service School, Aviation Gas Turbine Division, Westinghouse Electric Corp., Essington, Pa., conducts the instruction course on the J-34 jet. Instruction on the J-42 jet engine is given at the Service School, Pratt and Whitney Aircraft Division, United Aircraft Corp., East Hartford, Conn.

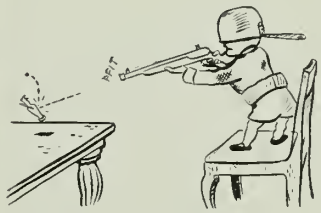
Quotas for these schools have been assigned to the Commandant, USMC, ComAirLant, ComAirPac, NAS Norfolk, NAS Quonset, NAS San Diego, NAS Alameda, MCAS Cherry Point, NATC Patuxent, CNATechTra, First Marine Air Wing, Second Marine Air Wing and MCATS Quantico.

Activities other than those listed above who have need for key maintenance personnel to be trained in jet maintenance may nominate personnel to the Chief of Naval Personnel (Attn: Pers-400 B) for this training. Only those personnel who have sufficient experience to assimilate advanced levels of instruction should be nominated.

HERE'S YOUR NAVY



The Naval Ordnance Laboratory at White Oaks, Md., has a number of interesting machines for shock testing various weapons or their parts. One is the centrifuge, a whirling machine, valuable in testing the mechanical strength of radio tube parts and certain other items. One NOL centrifuge is capable of exerting a force 1,000 times that of gravity.

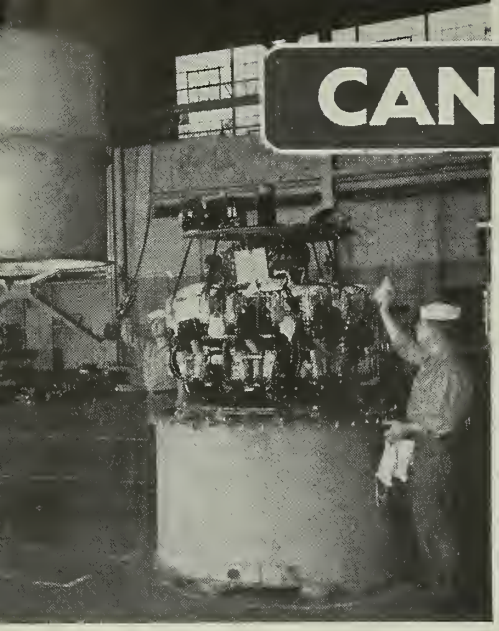


A more recent development is the air gun. In air guns the unit undergoing a test is attached to a "carriage" which moves in a smooth-bore barrel. Compressed air up to 15,000 pounds per square inch is used as a propellent. The carriage is fired into a muzzle chamber where a moderate reverse air pressure brings it to a halt.



Another newly perfected device is the "1,200-foot drop tester." In this device the test specimen is mounted inside a long carriage in the air gun. Also inside the carriage is a "free-floating" part. When the carriage leaps into motion the free-floating part remains stationary, striking the test specimen with force equal to the landing shock after a 1,200-foot free drop.

CANNED HORSEPOWER



SILICA jell is added before sealing.

ADVANCEMENTS in the method of preserving aircraft engines are saving the Navy thousands of dollars a year. In the forefront of preservation operations is that being employed at NAS Pearl Harbor, T.H.

The Pacific air station is "canning" about 100 naval aircraft engines a month. Two-thousand-horsepower engines are prepared for storage and sealed in one-ton steel containers where they will remain in perfect condition until needed.

Engines have been stored in "cans" at forward Pacific areas where they were subjected to inclement weather. Upon inspection two years later, they were found to be in the same condition as when they were sealed.

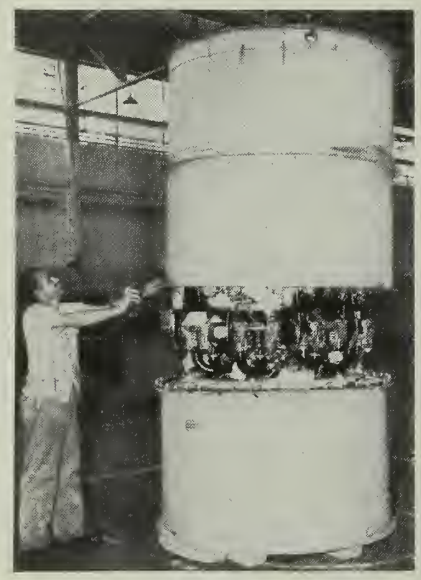
Before adoption of the "canning" process, aircraft engines were stored in their shipping crates and had to undergo preservation maintenance sometimes as often as six times a year. Each time, the operation would cost about $400. Under the new system, plane engines can be stored for indefinite periods with the over-all cost not exceeding $400. The NAS storage plant employs only 22 civilians and 31 naval personnel.

At the Pearl Harbor "cannery," aircraft engines are disassembled when they arrive at the overhaul and repair shop. Each part is cleaned and checked for wear and corrosion. Parts requiring repair are routed to the proper shops where the adjustments are made.

After all repairs and cleaning are completed, the engine is reassembled and given a test run. Malfunctions are noted and corrected by on-the-spot repair or major overhaul if necessary.

When the engine has measured up to rigid Navy standards, the preservation process begins. All exterior parts and surfaces are coated with special compounds and the interior is covered with an oil preservative which can be removed easily. Other parts of the engine are wrapped in a specially treated waterproof paper.

After being covered with oil, ends of shafts are wrapped in heavy-duty adhesive tape to protect threads from damage during handling. Where openings have been left by removed accessories, varnish-coated plywood plates are placed and the removed accessories are mounted on a board and placed above the engine's gear case.



TOP of can is lowered into place.

In addition to the many greases, oils, papers and tapes used in the operation, silica jell is packed into containers resembling spark plugs and screwed into the spark plug openings. Silica jell is blue in its natural state, but when moisture sets in, the jell issues a warning by turning pink.

Placing wooden plugs in the exhaust ports is the final step in the preservation of the engine. Then, all is ready for "canning."

In the lower half of the waterproof, airtight container is a mounting board upon which the engine is lowered. A final spraying is given to insure that all surfaces are coated and to recover any spots where preservatives may have been rubbed off in handling. Bags of silica jell are placed around the engine and the top half of the "can" is lowered and bolted into position.

Five pounds of air pressure is forced into the container and checks for leaks are made every 24 hours for the next five days.

If no leaks appear after the five-day period, the "canned" engine is shipped to Aviation Supply Depot, Pearl Harbor, for final storage. Here, dehydrator slugs are inserted. By watching the dehydrator slugs, depot personnel are able to tell when the moisture capacity has been exceeded.

In another phase of preserving aircraft materiel, the Navy developed a method to vacuum-pack complete airplanes. Carrier planes and other small aircraft were stored in large, metal, prefabricated structures. The buildings are sealed with a special cement and bags of dehydrating silica jell are placed on the floor. All but 20 per cent of the humidity is removed from the "can."

In maintaining the 20 per cent humidity, a "desiccant dehumidifier" is in operation night and day. Resembling a welding machine, the mechanism controls the humidity, keeps a 72-degree temperature, and allows a regulated amount of air to enter, permitting the planes to "breathe."



TIGHTENING down on bolts seals can.

Here Are Results of All-Navy Bowling Tournament; Sports News Roundup





WINNER of individual championship, William McCormick (left). Middle Atlantic Group (right) won 1949 team honors.

The first All-Navy bowling tournament, held at the Naval Base, Philadelphia, Pa., came to a surprise ending. While spectators' attention was focused on two men who were leading with a tie score another kegler moved ahead to capture the championship.

Newly crowned All-Navy bowling champ is William S. McCormick, AE3, USN. of AVG5, North Island Naval Air Station. San Diego, Calif., representing the Pacific Fleet Group team. McCormick had a total of 1144 points and an average of 190 per game. He rounded out his tournament with game scores of 188, 171, 182, 169, 201 and 233.

Close on McCormick's heels and losing by only five points were Henry F. Ahrens. DKC, USNR, of Naval Reserve Training Center. Huntington Park, Calif., representing the West Coast Group, and Francis Nelson, SN, USN, of Annapolis, Md., representing the Middle Atlantic Group. Each had a total of 1139 points for second place and had to bowl an extra game to determine the runner-up champion. Nelson conceded the game in the eight frame when Ahrens took a staggering lead.

Nelson was leading man in the opening night's scoring with a total of 590 pins while Ahrens placed second. In the final night's events all eyes were on the pair as they battled for leading position and only a few noticed McCormick come up fast from behind to overtake them and capture the championship.

Nelson's loss of the runner-up position didn't send him home empty-handed. His bowling throughout the tournament helped his team, the Middle Atlantic Group, to capture the team championship and earned each of them a sweater with the famed "N" and the All-Navy championship shoulder patches.

Members of the winning Middle Atlantic Group team were Nelson, Victor J. Cieplinski, AD2, USN, of NAS Patuxent River, Md.; William F. McDaniel, MA3, USN, of U. S. Naval Barracks, Washington, D. C.; Trenton K. Emch, AOC, USN, of Roosevelt Roads, NOB Puerto Rico, and Robert A. Peterson, MMC, USN, of NAS Guantanamo Bay, Cuba.

Runner-up team in the competition was the Hawaiian Group. Team point score for the Middle Atlantic Group was 4270 while Hawaii collected 4249 points. Other team scores were: Pacific Fleet Group—4206; West Coast Group — 4180; Northeast Group —



ALL-NAVY bowling champ Wm. McCormick, AE3, and runner-up H. F. Ahrens, DKC, receive awards from CDR E. F. Steffanides, Jr., BuPers representative.



RUNNER-UP Henry F. Ahrens delivers ball during the 1949 All-Navy bowling tournament held in Philadelphia.

4123; South Central Group—4101; Atlantic Fleet Group—4036.

Competition in the tournament was hot and fast from the beginning with Ahrens and Nelson holding a fair lead over the other bowlers. During the final night's action both men were continuously checking on each other's score and trying to better it with their own. Meanwhile McCormick continued to pound away inconspicuously, gaining points and momentum as the games passed until the final score was counted and it was announced he had become the victor by a slight margin of five measly points.

Hardly able to believe that anyone could have bettered Nelson and Ahrens, contestants and spectators circled about the scorekeepers to check the score and walked away bewildered when they discovered the small margin of victory.—Ed Larkin, JO2, USN.

Heads Navy's Athletic Program

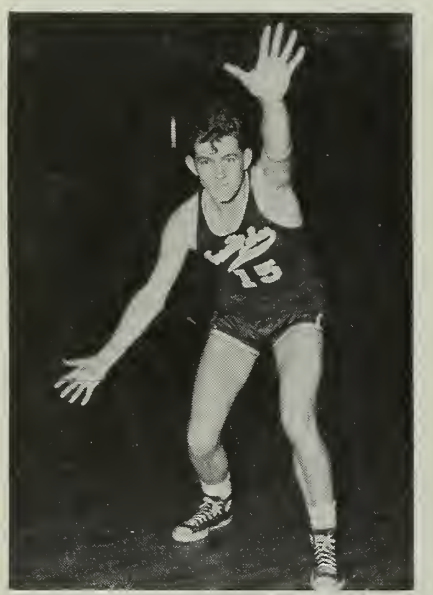
The Navy's athletic program now is headed by Commander E. F. Steffanides, Jr., USN, who relieved Commander Slade D. Cutter, USN.

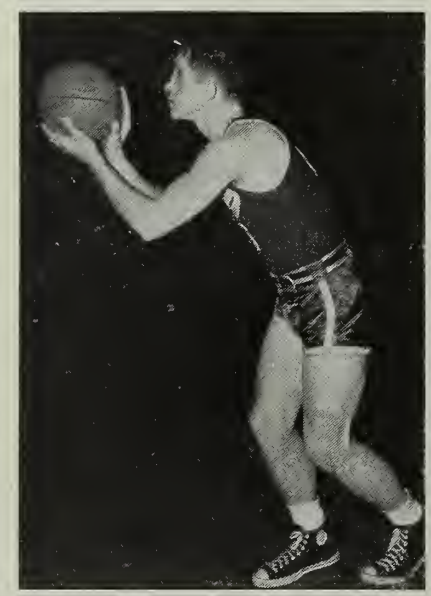
A member of the 1928, 1929 and 1930 Naval Academy football squads, Commander Steffanides also excelled at crew while at Annapolis.

The officer occupying this position holds the title of Assistant for Athletics to the Director of Welfare, Bureau of Naval Personnel. He is responsible for the organization of Navy sports competition, preparing rules and regulations for the 11 All-Navy sports tournaments held yearly and is responsible for planning a general physical fitness program for the Navy.

Orion's *Hopsters Win*

The basketball team of USS *Orion* (AS 18), based in the Canal Zone, has compiled an impressive record of wins against service teams in the area. *Orion* cagers won 30 games while losing only one to capture the Canal Zone All-Service basketball championship.





HOT SHOT basketball players for USNTC, Great Lakes, Ill., include Don Crossley (left), ET2, center, and Vaughn Voss, EMFA, among high scorers.



BATTLE for rebound is between Naval Quarters I (light suits) hoopsters and Quantico Marines. Marines won title.

Pistol Matches to Be Held

Navy personnel have been extended an invitation to participate in the National Mid-Winter Pistol Matches being held in Tampa, Fla., from 15 to 19 Mar 1949.

This competition is open to all members of the National Rifle Association, or to non-members who are firing in their first competition. Competitors must supply their own ammunition in the .22, .38 and .45 caliber matches. Registry fee is $1.00; the entry fee for each individual match is $1.00; the fee for team matches is $4.00 per team. All entries should reach the National Mid-Winter Pistol Matches, Post Office Box 253, Tampa, Fla., prior to 4 Mar 1949.

BuPers has granted authority to local or command recreation funds to reimburse naval personnel for nominal expenses incurred in attending the matches. Military personnel can be billeted at McDill Army Air Base, Tampa, Fla., upon presentation of TAD orders.

Doubly Dangerous

According to BuPers records the only person on active duty in the Navy to hold both the Distinguished Marksman Medal and the Distinguished Pistol Shot Medal is Captain Theodore O. Dahl, USN.

Captain Dahl, sharp-shooting skipper of the U. S. Naval Air Facility, Adak, was recently presented with the top pistol shot award.

Coco Solo Boxers Win

Battling against stiff competition from Army and Air Force boxers, four hard-hitting ringmen from NAS Coco Solo, C. Z., punched their way to four titles in the 1948 Panama Area Inter-Service Boxing Championship Tournament.

The classy sailor pugilists, only Navy ring team in the area, piled up 30 victories against 10 defeats during the competition and added nine trophies to the station's collection.

The four champs are Freddie Townsend, light heavyweight; Toby Toomer, middleweight; Clarence Odum, featherweight and Thomas Rundell, flyweight.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Basketball
Third week in Mar 1949
Bloch Arena,
Pearl Harbor, T.H.



Wrestling
Third week in Mar 1949
USNA, Annapolis, Md.



Boxing
Week of 22 May 1949
Civic Auditorium
Oakland, Calif.



Tennis
Third week in July 1949
USNA, Annapolis, Md.



Golf
Second week in
August 1949



Shooting (Pistol)
Third week in
August 1949



Swimming
Third week in
August 1949



Softball
First week in
September 1949



Baseball
Second week in
September 1949



Football
Saturday, 10 Dec 1949
West Coast

SIDELINE STRATEGY

Many boxing fans were surprised last year when not a single U.S. fighter won a championship at the Olympics held in London. Only one fighter (the Navy's Hank Herring, SD1, USN, welterweight) reached the final round of competition.

When the full story became known it was found that several of the U.S. boxers were beaten as



much by their lack of familiarity with international boxing rules as by their opponent's punches. In fact, not a single U.S. boxer was knocked off his feet in all the matches.

AAU Rules for Boxing are used almost exclusively in the U.S. to govern amateur boxing. These rules were originally derived from the international rules. But according to Commander Slade Cutter, USN, who was one of the Olympic referees, there is a vast difference in interpretation.

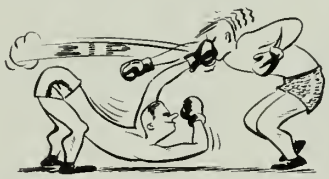
"In this country the emphasis is placed upon the fighter's ability to absorb punishment and damage his opponent, rather than upon the relative skill of the contestants," says Commander Cutter.



Commander Cutter, a former outstanding intercollegiate boxing champion, has proposed the Navy do something about insuring that it has fighters trained to fight under international rules when the 1952 Olympics roll around.

As a result, this year the All-Navy boxing tournament will be fought under strictly interpreted AAU rules. For example, the first time a boxer commits a foul, the referee will command, "stop," warn the guilty fighter without penalty, then command, "box" and the contest will be resumed. The second time he fouls his opponent he is penalized. The third time he commits a foul he is disqualified and his opponent proclaimed the winner.

Here are a few of the fouls which can make a loser out of a potential champ. Very few if any of these fouls are ever called in regular amateur boxing bouts in the U.S.: (1) striking with any part of the glove other than the padded section over the knuckles; (2) lying on; (3) holding and hitting; boxers are not in a clinch as long as one man has both hands free. Pinning an opponent's arms to his side by using gloves is not boxing and is considered holding; (4) twisting an opponent in a



clinch; (5) ducking the head below an opponent's belt.

AAU and U.S. Olympic Boxing Commission officials have stated that matches to select the next U.S. Olympic boxing team will be conducted strictly under international rules. Commander Cutter says it is almost impossible for a fighter, no matter how good he is, to fight successfully under international rules if he has been trained to fight under loosely interpreted rules.

"By starting now to train our Navy lads to fight the way they will be required to in preparing for international competition," he says, "they will have a considerable advantage over other U.S. fighters who will be vying for berths on the next U.S. Olympic team."—Earl Smith, PNC, USN, ALL HANDS Sports Editor.

Symbols of Achievement in Navy Sports

WHAT'S the reward for winning an All-Navy championship?

Naturally, the satisfaction of being a champion is the real reward—plus the prestige, and the admiration of the Navy. However, as symbols of achievement and of the honor that goes with capturing a title, the Navy presents champions with several types of appropriate trophies, plaques and emblems.

All-Navy championship sports contests are divided into two categories. Team sports: football, baseball, softball and basketball—and individual sports: swimming, boxing, wrestling, shooting, bowling, tennis and golf. Contestants in individual sports are formed into teams at the championship level, but it is the individual performance of each participant, not coordinated teamwork, that is the decisive factor in winning one of these fat sport plums.

Members of All-Navy championship teams (football, baseball, softball or basketball) are awarded a permanent bronze plaque for the team's ship or station to retain. This plaque is inscribed "All-Navy Championship," and lists the name of the sport and the members of the team. The winning team retains this plaque permanently.

A plaque identical to the one awarded All-Navy champions in the team sports is also awarded the runner-up teams. These plaques are inscribed "All-Navy Champion Runner-Up."



WRESTLING and boxing winners are given belts with gold buckles.

The championship and runner-up plaques were awarded the Quantico Marines and Marine Corps Recruit Depot, San Diego, Calif., for football competition for 1948 for the first time. Prior to that time a four-foot high wood and metal trophy was awarded champion teams for permanent possession.

Members of first place and runner-up teams are also awarded certificates signed by the Secretary of the Navy, and a sweater with a letter "M" or "N" and a shoulder patch inscribed "All-Navy Champions" with the sport and date.

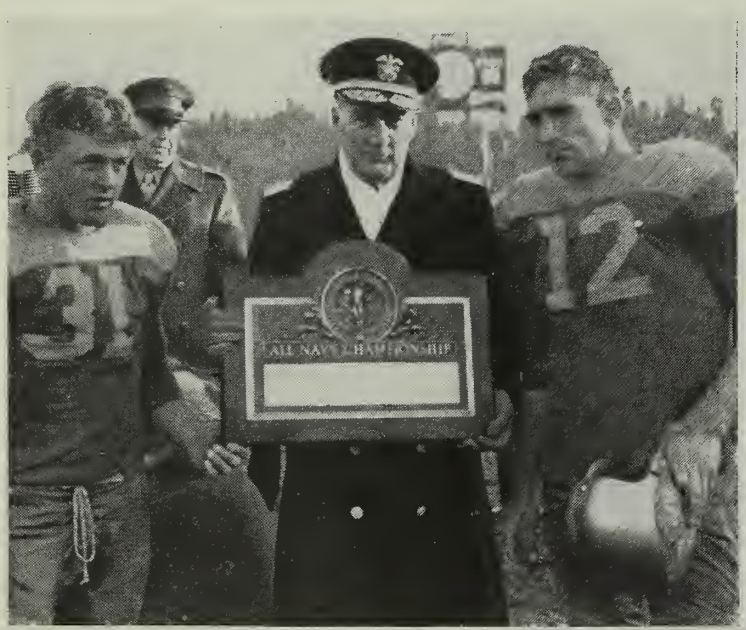
In a category by itself is the "perpetual" Secretary of the Navy Basketball Trophy. This beautiful three-foot high silver trophy is awarded each year to the All-Navy basketball champions, and the name of the team inscribed on it. The winning team's ship or station retains this trophy for one year.

Recently placed in competition is the "Captain Jack Kennedy Boxing Award," a memorial trophy to the man responsible for making boxing one of the most popular sports within the Navy. It will be a perpetual award and each year the name of the outstanding boxer in the All-Navy boxing tournament will be inscribed on it. The trophy will be retained by the fighter's ship or station until the next All-Navy boxing tournament is held.

Champions in the individual sports (swimming, boxing, wrestling, shooting, bowling, tennis and golf) are awarded a certificate signed by the Secretary of the Navy, a sweater with the letter "M" or "N" as appropriate and a shoulder patch. Navy personnel are awarded blue sweaters with gold letters. Marine Corps personnel are awarded gold sweaters with red letters. The shoulder patch is inscribed "All-Navy Champion," the sport and the year.

Boxing and wrestling champions are also awarded "belts" for capturing first place in each of the eight divisions of these two sports. The buckles are gold, and inscribed "United States Navy—United States Marine Corps Boxing (or Wrestling) Championship." Runners-up are awarded belts similar in design except they are silver.

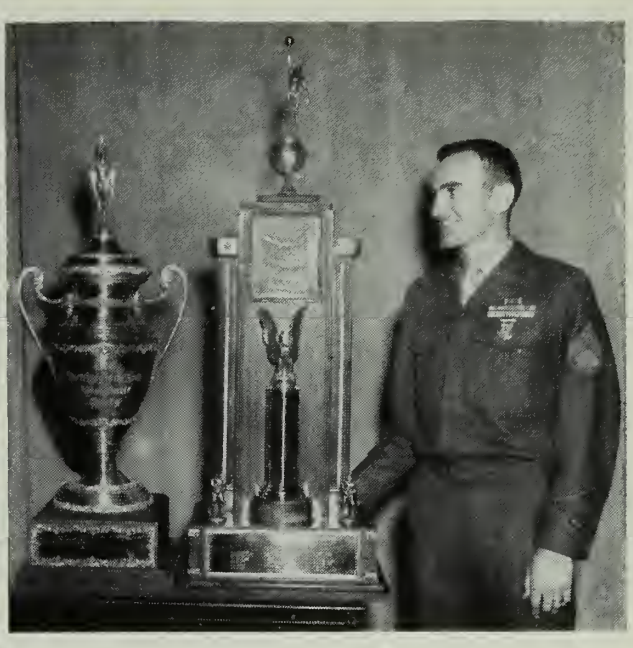
Most historic trophy in competition is the famed Iron Man. Officially known as the Navy Department Gen-





PERMANENT bronze plaques (left) have replaced trophies (right) previously awarded All-Navy team champions.





CERTIFICATES are awarded winners (left). Right: The Secretary of Navy and All-Navy basketball trophies (right).

eral Excellency Trophy for Athletics, it is once again being competed for after eight years in a storeroom. Competition is limited to ships of the Pacific Fleet, and the trophy will be awarded yearly to the vessel compiling the highest score under a point system devised by ComServPac. The name of the winning vessel will be inscribed on the base of the trophy, which will be retained by that vessel until the next competition is held.

Basically, the point system for awarding the trophy consists of a ship being awarded 10 points for capturing a group championship and 15 points for capturing the Pacific Area championship in each of the All-Navy sports except bowling. Runner-up ships receive five points for coming out second best in group championship competition and eight points if they place second in Pacific Area Navy competition.

The trophy will be awarded, for the first time since 1940, on 30 June 1949. A second Iron Man trophy previously in competition among ships of the prewar Asiatic Fleet has been recovered, and may possibly be placed in competition among ships of the Atlantic Fleet at some future date.

Navy personnel are eligible to compete for two inter-service trophies, the Army-Navy-Air Force Tennis Championship Trophy (The Leech Cup) and the James Forrestal Cup for the Armed Forces golf championship. Tennis and golf teams are formed by the Navy to compete for these trophies from champions and leading contenders in the All-Navy golf and tennis championship matches, which are held prior to the inter-service contests. The Leech Cup is presently held by the Navy. The Forrestal Cup, which was placed in competition last season for the first time, was won by the Air Force.

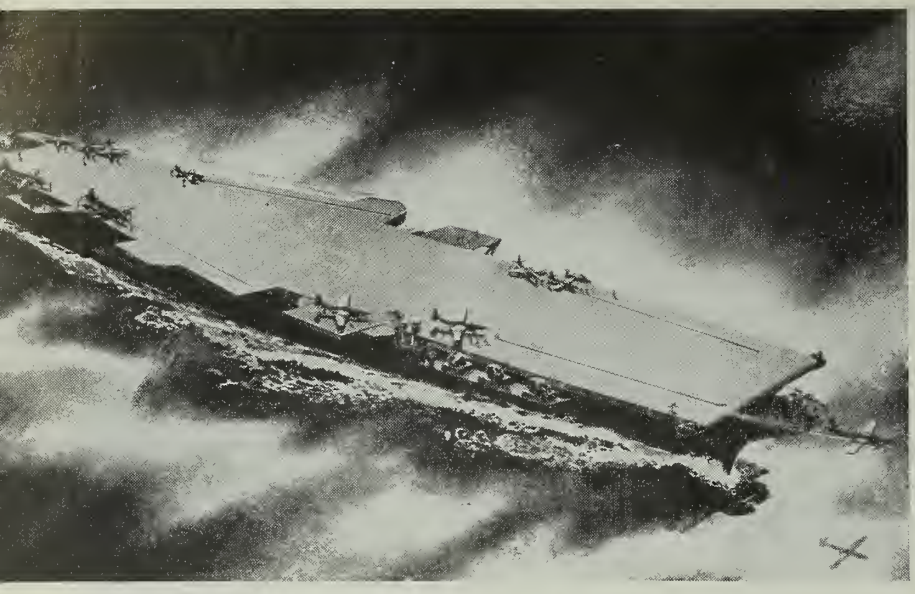
Glory and symbols of high achievement are accorded All-Navy champs.





ABOVE: James Forrestal Golf Trophy.
LEFT: The coveted Leech Tennis Cup.
RIGHT: The famed Iron Man Trophy.







USS *UNITED STATES*—Ships are latest (left) and earliest (right) built for the Navy under the Constitution.

New Super Carrier Bears Illustrious Name

A PROUD name—that of USS *United States*—has been assigned the new 65,000-ton flush-deck super carrier (CVA 58), the keel of which is scheduled to be laid next month at Newport News, Va.

Only other ship to bear this title was launched 152 years ago at Philadelphia when the 1500-ton frigate named by George Washington and sailed to fame by Stephen Decatur slid down the ways.

The vessels represent the earliest and latest built for the Navy under the Constitution. Designed by Joshua Humphreys, the first *United States* was tops in fighting ships of its class and time. The new carrier has the same aim.

USS *United States*, a 44-gun ship, performed creditably under Captain John Barry during the undeclared war with France from 1798 to 1800. But it was the fiery Decatur who led the crew to its greatest victory in the War of 1812. With an astonishing display of fire power and accuracy, Decatur's ship overwhelmed the highly regarded British frigate *Macedonian* near the Canary Isles.



FRIGATE *United States*, with 44 guns and commanded by Commodore Stephen Decatur, defeated the British 38-gun frigate *Macedonian* on 25 Oct 1812.

A comparison of the old and new United States highlights differences in naval arms over a century and a half. Decatur's vessel had a displacement of over 1,500 tons, that of a modern destroyer, and a 43-foot beam. Its overall length was 200 feet, roughly that of an LSM. The frigate's masthead height, however, equalled that of a *Midway* class carrier. Its cost, protested as an extravagance in the 1790s, was $299,000.

The new carrier's figures show a displacement more than 40 times that of the frigate, an overall length (1,090 feet) more than five times as great, and a 130-foot beam triple that of the old vessel.

CVA 58 will feature a totally clean deck operating area for its planes, without the usual island on the starboard side. This arrangement will permit operation of planes so large that their wings may jut out over the ship's sides. Planes weighing well over 100,000 pounds can be accommodated, suggesting that number of necessary missions will decrease while striking range of the ship's air complement will be enormously extended.

Far and away the most powerful vessel in modern sea-air warfare, the modern USS *United States* provides a fitting continuation of the naval tradition of sea control begun by its "sister ship" in the youth of the country for which the vessels were named.

SUB SAVERS

A NEW type submarine messenger buoy which eliminates the need for deep-sea divers in submarine rescue work has been successfully tested by the Navy.

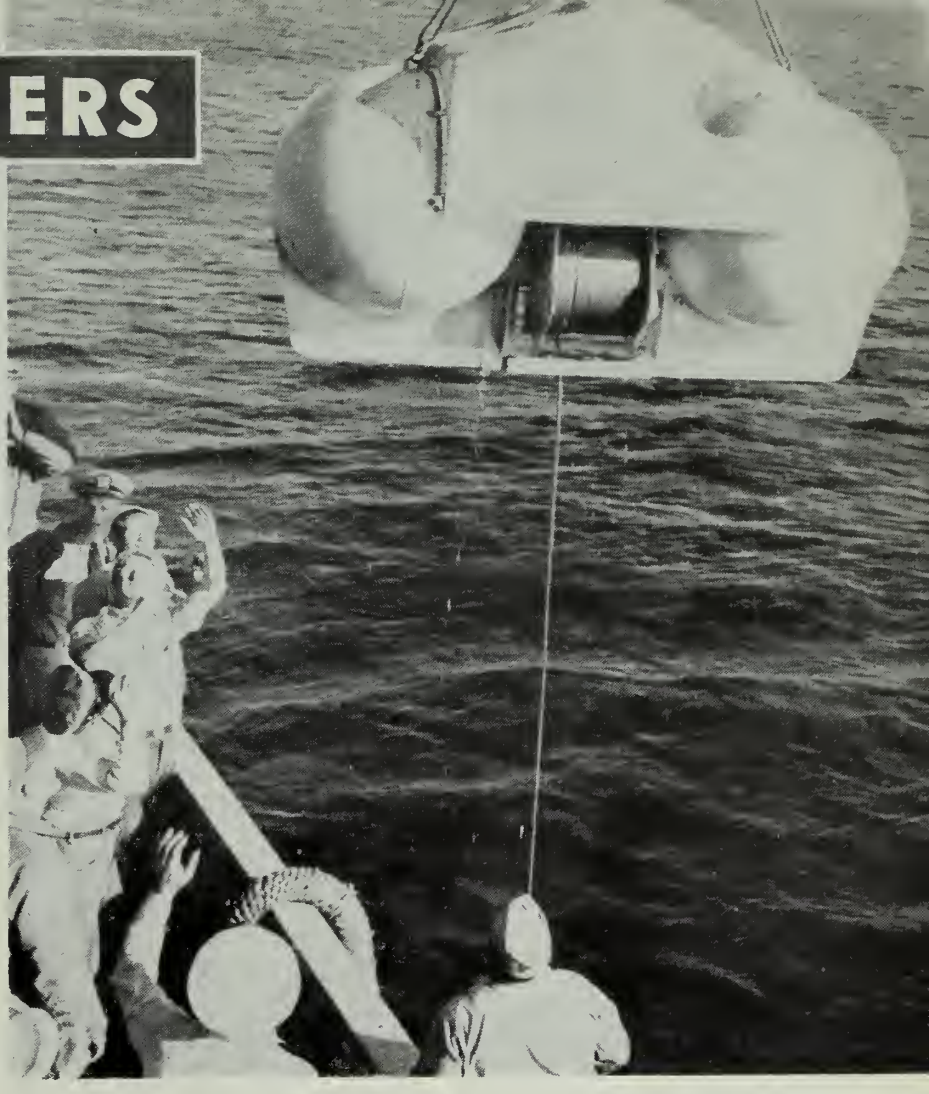
Development of the buoy climaxes a research and development program that has been a major submarine problem for over 20 years. By use of the new buoy it is now possible to effect a rescue at any depth the submarine may be bottomed, provided all the compartments are not flooded and personnel are alive.

The buoy is released by personnel inside the sunken submarine, and the cable unreels automatically as the buoy rises to the surface. Two of the new buoys will be carried by each submarine and, unless damaged by the accident which causes the sub to sink, will assure the crew of an excellent chance of rescue.

During tests conducted with USS *Tringa* (ASR 16), submarine rescue vessel, and USS *Sablefish* (SS 303) the new buoy was released from *Sablefish* while bottomed in 300 feet of water. *Tringa*, moored over the submarine, retrieved the buoy and attached its cable to the rescue chamber which she carries as part of her equipment. The chamber was then hauled down by its compressed air winch and attached to the submarine's escape hatch without the use of divers. During use of the chamber the operators and passengers were not exposed to sea pressure.

Prior to development of the new buoy, submarines carried marker buoys that, when released by disabled subs, served only to mark the position of the sunken ship and to permit telephonic communication with the rescue vessel. Use of the rescue chamber has been previously limited by the ability of deep-sea divers to attach a cable near the escape hatch of the sunken vessel.

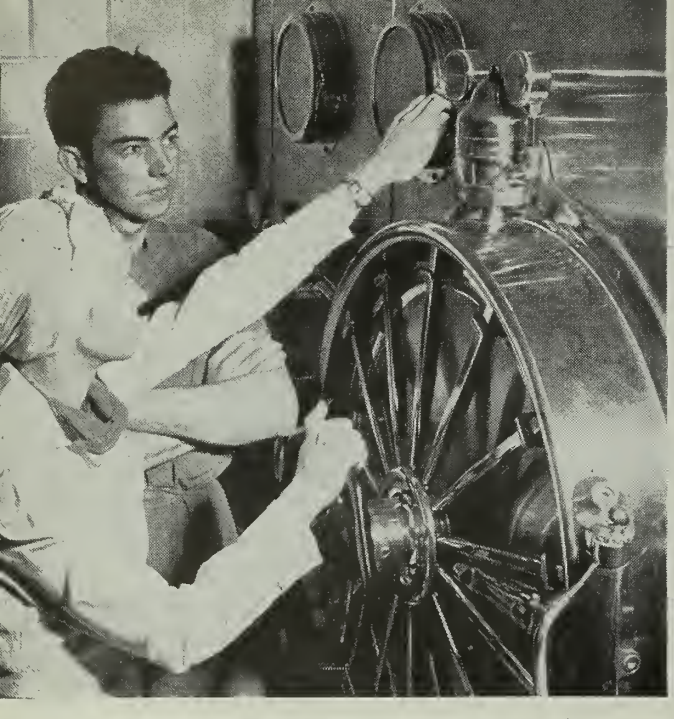
When perfected and installed on operating submarines, the new buoys will make rescues possible at depths which a diver would be unable to reach in conventional diving dress. It also will reduce substantially the time interval between location of the sunken vessel and arrival of the rescue chamber at the escape hatch. This will in turn reduce the period of exposure to extreme cold and excessive pressures to which crews of sunken submarines are sometimes subjected.



NEW TYPE buoy speeds submarine rescue work by eliminating need for divers. Cable attached to the escape hatch unreels automatically as the buoy rises.



OLD TYPE buoy contains no mechanism for hauling down the rescue chamber.





TRAINING in use of sterilizer (left) and in laboratory techniques (right) helps build an efficient medical Reserve.

Reserve Medics Ready to Meet Navy Needs

IS THERE an ophthalmologist in the house?

"How about a roentgenologist—or an otolaryngologist?"

The era of specialization is now at hand. Today when you send out that emergency call for a "doctor," you're likely to find that he's also an expert in an unpronounceable specialty.

Naval medicine, in addition to its needs for personnel qualified in both the general and specialized fields of civilian medicine, is also confronted with the problems of military requirements.

With the broadening horizons of our shrinking world, the naval doctor's job covers an increasingly large theater of geographical operations. He must become acquainted with the physical and mental effects on the body of subzero frigid zones, as well as disease-ridden tropical jungles. His knowledge should extend to the limits of the atmosphere, and the capacity of man to withstand these limits and the supersonic speeds of modern aircraft.

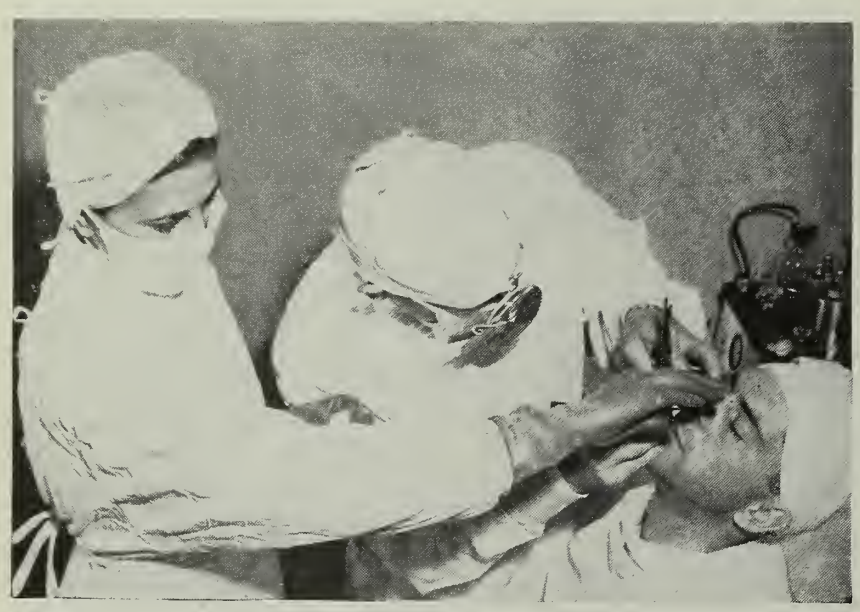
What treatment can be given to victims of an atomic attack? What are our safety plans in case of chemical or biological bombing?

In case of such an emergency the Regular Navy's peacetime organization of medical officers and enlisted men is not adequate. To supplement this organization a Reserve force is needed, capable of rapid mobilization in the numerous specialties of military and civilian medicine.

Already a sizable medical Reserve force has been established to meet this demand. The Naval Reserve's volunteer component has set up medical divisions which are organized geographically throughout the nation to accommodate the largest numbers of personnel.

It is planned that a total of 242 volunteer medical divisions, meeting at regular intervals in hospital centers or educational institutions, will provide the basis for training in the home communities of medical personnel without disrupting their civilian practices.

At present 239 divisions have been activated, with an enrollment of more than 19,000 doctors, nurses, special-



PRACTICAL practice insures the usefulness of medical Reservists in time of local disaster as well as preparing them for rapid return to active duty.

ists in allied sciences, and Hospital Corps enlisted men.

The Organized Reserve is also training a small number of enlisted and officer Reservists during weekly drills, with a comprehensive training program outlined for hospital corpsmen at certain Naval Reserve Training Centers.

Many of the medical-military problems raised by developments in modern warfare have not yet been answered. But medical research workers are continuing their studies and as rapidly as new techniques are proved reliable they are made available to Reservists through special lectures and seminars.

Atomic warfare and other new medical problems were the subject of the first of a series covered in seminars sponsored by the Navy's Bureau of Medicine and Surgery last year.

Entitled a "Course in the Medical Aspect of Special Weapons and Radioactive Isotopes," the seminar ranged from an evaluation of the atomic bomb to trends in submarine medicine.

So successful was this five and a half day course, which was held at the Naval Medical School, Bethesda, Md., that it was repeated in February, with a third course scheduled in April.

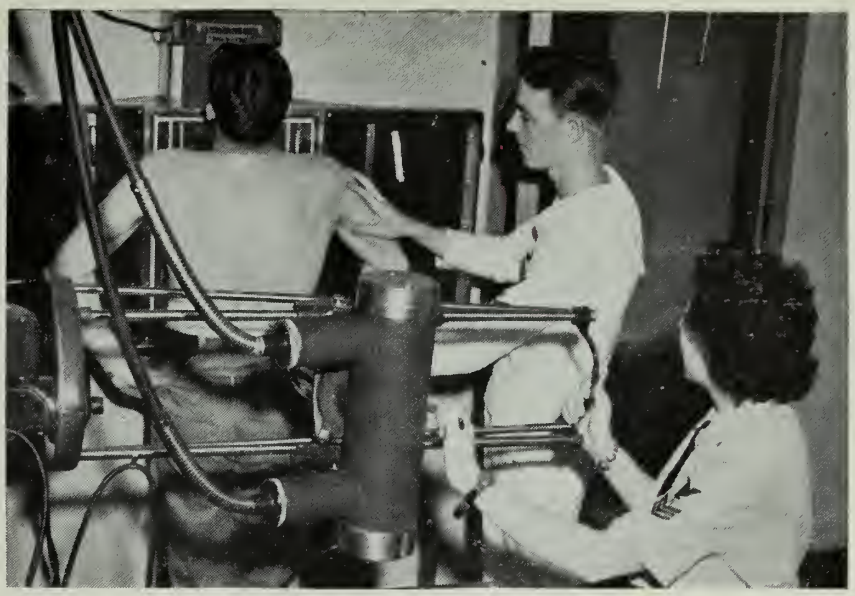
The fundamental "biology of ionizing radiation" and treatment of victims of acute radiation were discussed, along with safety regulations and disaster planning. The seminar also covered such subjects as medical support in amphibious operations, aviation and submarine medicine, and the medical aspects of chemical warfare.

Doctors attending the Reserve seminar had an opportunity to inspect an atom-smashing cyclotron, and made tours of the National Institute of Health and the National Cancer Institute.

The scope of the Navy's medical requirements is indicated by the variety of groups which are eligible for membership. The Reserve medical divisions are not limited to doctors, nurses and hospital corpsmen.

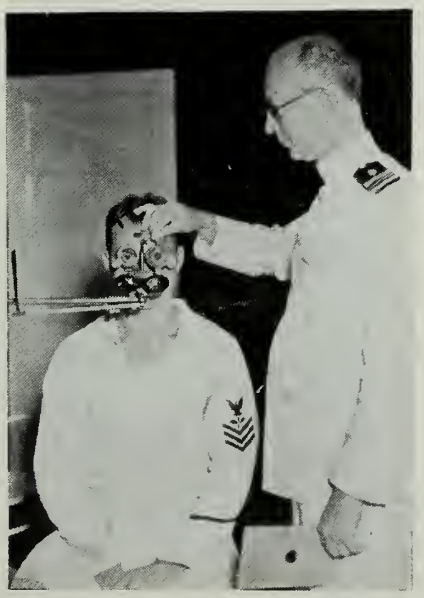
If you are an expert in pharmacy, optometry, administration and such allied sciences as bacteriology, nutrition, parasitology, pathology, chemistry, physics, biology, entomology, epidemiology, physiology, psychology or public health, you may join the Medical Service Corps Reserve, and enroll in one of the volunteer divisions in your district.

With full quotas, a single medical division includes a total of 75 doctors, 50 nurses, 15 specialists in the Medical Service Corps and 250 enlisted men. Each division is under the command of Reserve medical officer with the rank of captain or higher.



PATTERNED after the program of the Regular Navy, the training given Reserve hospital corpsmen includes a thorough course in X-ray and allied fields.

Membership in a volunteer division does not restrict an individual from continuing in the field of his specialty if he is recalled to active duty in an emergency. It is not planned or expected that medical divisions will function as complete units in time of war.



PHYSICAL examinations may be given by Reserve medical officers as part of their annual training duty.

Purpose of setting up the medical Reserve in an organization of volunteer divisions was twofold:

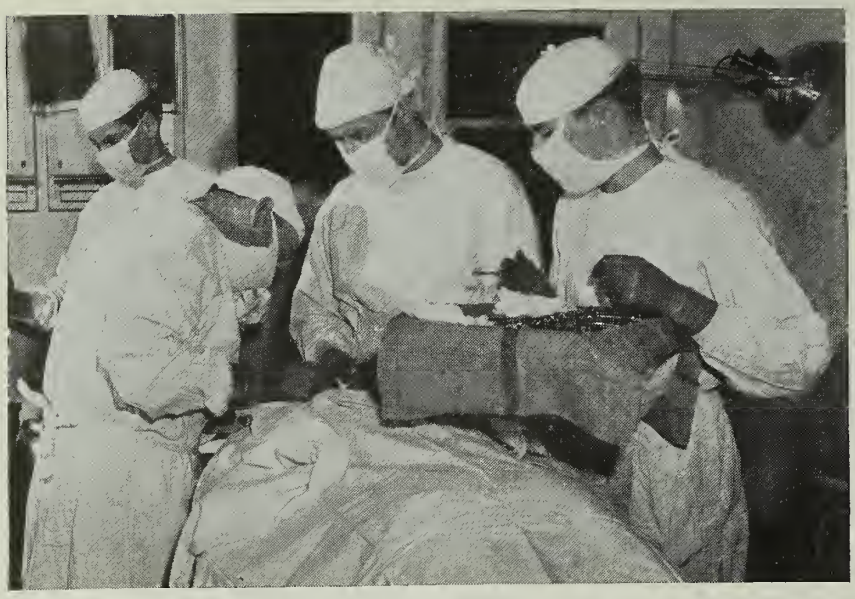
- To make it possible to administer personnel at the naval district level, providing closer relationships so that individuals would be better informed.
- To establish groups which can be assembled together for lectures, seminars and other types of training of timely importance.

Each division will function as a "personnel pool," from which Reservists may be ordered individually or in teams to active duty.

The Volunteer Medical Reserve bases its training on the following program:

- Regular meetings of divisions conducted by local members or special traveling instructors, including films and other training aids.
- Scientific and medical seminars of varying length organized either by naval Districts or the Bureau of Medicine and Surgery.
- Two-weeks' annual training in naval facilities, including bureaus, districts, hospitals, air stations, BuMed and in ships afloat.
- Courses at naval medical schools in special fields.
- Self-study correspondence courses.

"Teaching teams" have now been organized by BuMed to keep members of divisions informed in the field. These traveling teams are usually composed of four or more officers, each



NEW TECHNIQUES which answer the medical-military problems of modern warfare are made available to Reservists through lectures and seminars.

qualified in a different specialty. The teaching units follow itineraries planned to give wide coverage of naval districts.

Organized a few months ago, the first teaching team began a tour of 4th Naval District in January. In a period of nine days the pilot unit conducted eight special lectures and covered an area ranging from Pittsburgh and Harrisburg, Pa., on the west to Atlantic City, N.J., on the East.

Each member of a teaching team is a specialist with extensive experience. One may be an expert in polar regions. Another may have training in tropical diseases, while the others are medical scientists or specialists in military medicine.

Still in its infancy, the postwar Volunteer Medical Reserve is now rolling along at a fast clip in various naval districts. Largest in the nation, 9th Naval District holds first place for the number of medical divisions activated, with 71 established.

Adopting "Readiness" as their slogan, medical divisions of 13th Naval District have visualized their usefulness in time of local disaster by inaugurating purely voluntary emergency medical units within their communities.

Stressing the need for trained personnel who are available for emergency relief programs, the floods in the Pacific Northwest last summer found medical units ready in many communities to answer calls for help.

When the Columbia River overflowed its banks, making thousands of people homeless in the cities and farmlands of Oregon and Washington, Reservists joined civilian relief workers.

Volunteer hospital corpsmen came to the aid of citizens in Cusick, Wash., innoculating flood victims against typhoid after they had been forced to drink contaminated water for over a week.

While Reservists from other components were strengthing and patrolling dikes, filling sandbags, setting up 24-hour communications service with mobile radio units, their shipmates were distributing food, clothing and medical supplies. In Portland, Ore., members of Volunteer Medical Division 13-5 were praised for their work in rendering medical assistance to disaster victims.

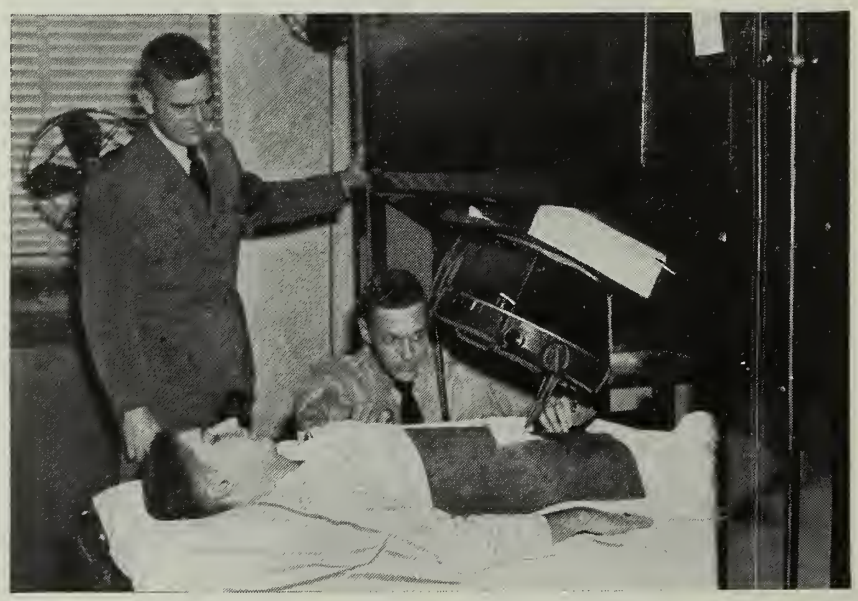
First Naval District has organized a series of one-day seminars for the benefit of its medical Reservists. The first and one of the best of its type was a symposium on certain aspects of atomic warfare held last fall at the Harvard Medical School, Cambridge, Mass. This was followed in January by a symposium on preventive medicine, covering immunization and bacterial resistance to various drugs.

Reserve doctors interested in doing extensive studies in naval specialties are now eligible for courses in aviation medicine at Pensacola, Fla., submarine medicine at New London, Conn., and industrial medicine at Navy yards.

In aviation medicine, for example, topics include the study of aircraft vibration and its effects, the physiology of acceleration, visual standards, medical approach to safety problems, disorientation in aircraft, aviation physiology and recent advances.

Reserve medical officers may also perform their annual training duty without leaving their communities. While still carrying on their private practice they can request to be assigned to one of the centers in their district for the purpose of conducting physical examinations of Reservists residing in their vicinity.

If a doctor lives some distance away from a naval center he may be placed



SKILL to operate such complex machines as this 400,000-volt deep therapy X-ray unit can be acquired by periodic training with the Organized Reserve.

on short periods of training duty of a couple of days, with the time accumulated credited as training duty.

For officers who desire to carry on their studies at home there is a "Correspondence Course for Reserve Medical and Dental Officers," obtainable by writing to the Chief of Medicine and Surgery, Navy Department, Washington, D.C. This course, which carries retirement point credits, will be continued until the new course in "Medical Department Orientation" becomes available in late 1949. Three other correspondence courses for medical officers are being prepared and will be ready during fiscal 1950.

The Navy is also preparing training courses for all enlisted ratings, which will make possible home training for enlisted men in the Hospital Corps.

While the preponderant number of medical Reservists are enrolled in the volunteer components, a certain number of enlisted men are trained in Organized Reserve units, where they participate in weekly drills either as members or associates.

Patterned after the program of the Regular Navy, training of Reserve hospital corpsmen starts off in a Class "P" school, for initial instruction of lower grades. Consisting of 96 periods, which are covered at the rate of two periods during each weekly drill session, Class "P" training takes about one year.

When the enlisted man has completed this course he graduates to Class "A" curriculum, which he will finish in about 20 months' training at his local NRTC.

When he is finally finished with his training in the Organized Reserve, the hospital corpsman is qualified in laboratory technique, pharmacy and chemistry. He is an expert in photofluorographs and X-rays. He knows the basic fundamentals of nursing and first aid, and is an asset not only to the Navy but to his community in time of disaster.

Navy's Grand Old Man Rates 11 Gold Hashmarks

George Sanderson, BMC, USN (Ret), has spent 44 of his 87 years on active duty with the U. S. Navy—and he wants more!

Chief Sanderson is said to have been the oldest man on active duty with the allied forces during World War II. He retired to his comfortable home in Richmond, Calif., at the age of 83, after making 21 trips around the world and serving in a colorful array of duty ships and stations.



Chief Sanderson

In his later years of active duty, Chief Sanderson performed invaluable recruiting duties throughout the western part of the United States. This duty was comparatively quiet when matched with his service in every quarter of the world during four wars.

Sandy served in ships with Midshipmen (later admirals) Rock, Leahy, Pratt, Reeves, Yarnell and Kemp. He has seen duty in some of the Navy's great old ships, including USS *Hartford*, USS *Independence*, USS *Mohican*, USS *Iroquois* and others.

Chief Sanderson was born in York, England, on 3 Jan 1862, and joined the U. S. Navy on 7 July 1882. In his service jacket can be found nine enlistments, two orders to report for duty and one recall to duty. Still, civilian life is too dull for the 87-year-old "sea dog."

An enviable collection of Navy books occupies a large portion of Chief Sanderson's home. He has what is believed to be the largest privately owned Navy library in the world. Its more than 3,000 volumes offer some diversion to Sandy. He is willing to turn his valuable collection over to the Navy. Many of the books were published in the 1870s and are now out of print. In addition to his book library, Chief Sanderson maintains a pictorial library with old-time Navy prints numbering into the thousands.

Listed among his cherished memories, Sandy recalls seal protection duty in the Bering Sea, nursing yellow fever victims, battling a lumber fire in New Zealand, landing in Panama to quiet native riots, rescuing five men from drowning and shelling the Philippine Islands from a gunboat.

He was given 24 hours to live when stricken with fever in Ecuador. That was many decades ago and Sandy still looks back on it with a chuckle.

During World War I, Sanderson organized a gunnery school at New York and was placed in charge of the 542 men assigned there.

On 7 July 1922, Sandy was retired for the third time—exactly 40 years after his first enlistment. Each time the nation's peace became clouded, the chief bounced into a recruiting office—uniform and all—requesting active duty.

In August 1945, at the age of 83, Chief Sanderson bade farewell to his beloved Navy for the last time. However, he's still keeping his weather eye open for an opportunity to return to active duty.

Model Airplane Program

Enthusiastic cooperation and year-round support for builders and operators of model aircraft have been promised by the Navy.

Under a new and extended policy, naval air stations centrally located in the United States will sponsor annual national model competition during which housing and permission to buy mess privileges will be available to contestants. As it did in 1948, NAS Olathe will play host to this year's National Model Airplane Meet scheduled for late July.

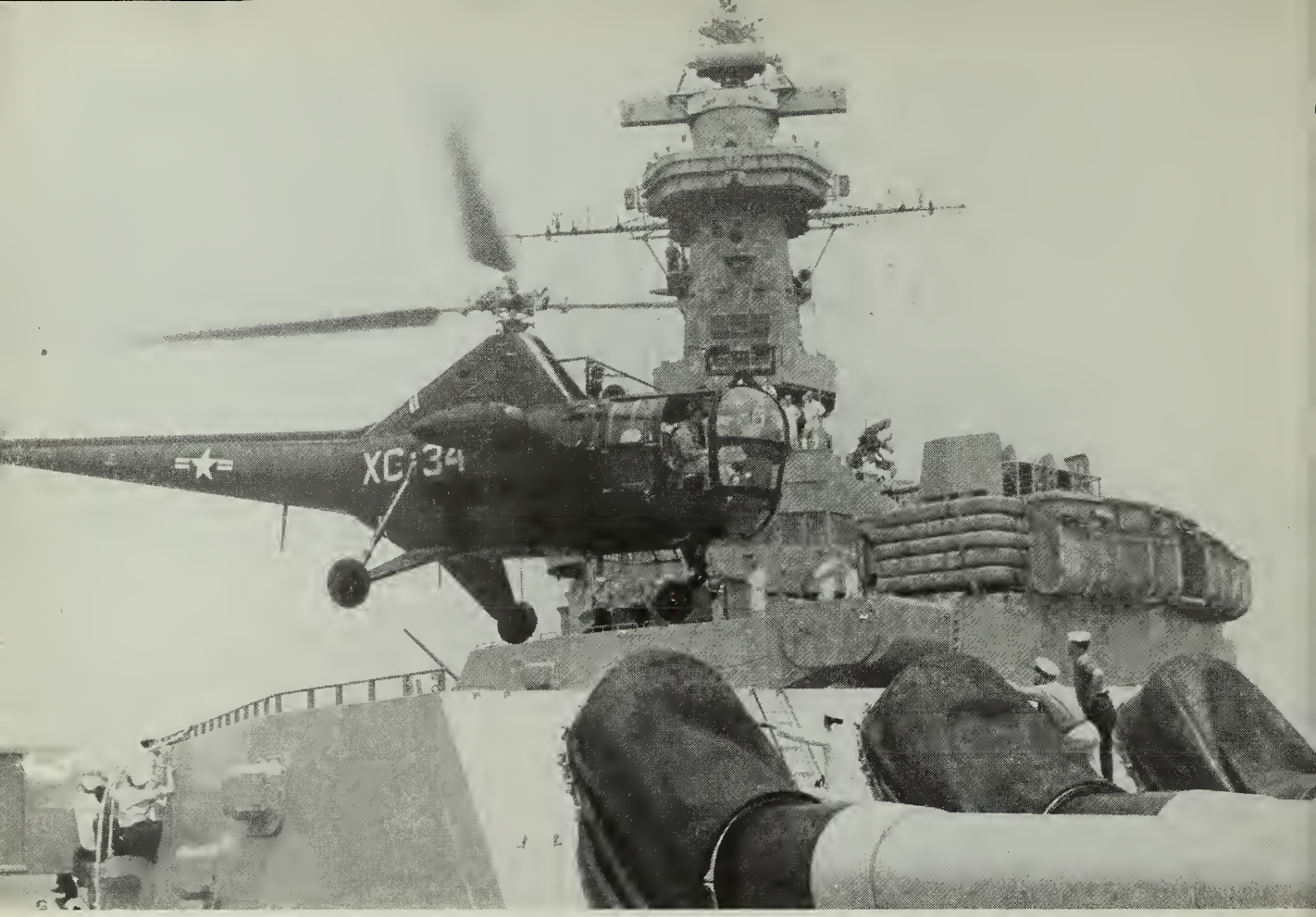
As part of a seven-point program of aid to the National Academy of Model Aeronautics and allied groups, Secretary of the Navy John L. Sullivan has announced establishment of Navy trophy awards to winners in carrier-type jet model and radio-controlled model competition.

In addition, commanding officers of all air stations will, when practicable, provide facilities for local model airplane clubs and encourage participation on the part of station personnel.

Music Lures Enlistments

Starting this month, Naval Reserve recruiting and officer procurement will be conducted—in part, at least—to the melodic strains of Eddy Duchin and his orchestra. Weekly 15-minute transcriptions, in the interest of keeping the service at its authorized strength through volunteers, are available to radio stations everywhere in the United States.

During the last war Duchin, a lieutenant commander in the Reserve, was commanding officer of a destroyer escort which participated in the Iwo Jima and Okinawa invasions.



LANDING on forward turret of *Missouri* helicopter evinces the adaptability that makes it valuable to the fleet.

'Copters Clinch Berth on the Navy Team

THE helicopter is in the Navy for keeps.

This versatile pinwheel has proved that for the jobs to which its peculiar characteristics adapt it, it has no peer. Today, throughout the fleet, all possible uses for it are being explored exhaustively.

It has whirled its way through the cold skies of the Arctic, Antarctic and Argentia and through the somewhat warmer clouds at Bikini. Everywhere it has acquitted itself creditably.

At present the primary mission of this flying eggbeater is utility and rescue, and for assignments in these two big fields it's tough to beat.

In flight it looks like something you'd swat, but when there's trouble they can be mighty handy contraptions to have around.

One of its most spectacular rescues, and one that did a lot to convince those skeptical of its worth, took place during maneuvers with the Atlantic Fleet in the spring of 1947.

A *Helldiver* got a little low and slow and spun into the water astern the carrier *Franklin D. Roosevelt*. Injured and half-conscious, the pilot struggled to the surface, his Mae West ripped and useless.

The instant the plane hit the water an HO3S-1 helicopter and the life guard destroyer started a life-and-death race toward the drowning man.

There was no contest. The helicopter was hovering over the splash spot and had hauled the pilot to safety almost before the tin can had changed course. All witnesses agreed that had the destroyer been the sole means of rescue, the pilot probably would have drowned.

This is but one instance in which the helicopter has demonstrated its superiority to the destroyer for plane-guard duties during carrier operations and for rescue work generally. They reach the downed men quicker—taking about a fifth the time that it takes to maneuver a destroyer in close, and they are less dangerous to personnel in the water.

These two features make a highly favorable impression on airmen who might otherwise have been lost and they're not the least bit bashful about passing the good word along.

On duty with the fleet, the slightly weird contraptions have replaced destroyers for liaison work almost completely. In a rough sea it requires considerable seamanship to maneuver a destroyer alongside another ship and transfer personnel by the elaborate and complicated breeches buoy system. Use of an eggbeater reduces to a minimum the risk to both personnel and machinery. Besides, it keeps the personnel drier.

A mechanical hoist has been devised which operates from an arm secured to the helicopter fuselage. By use of this hoist, litter patients can be raised and lowered in complete security for transfer from small craft to larger vessels or to shore in-

stallations for medical attention. The hoist can, of course. be used for the handling of regular personnel and materials as well.

The field of usefulness of rotary wing aircraft is being constantly expanded. They are versatile transports and have been used, within their operating limits, for the ship-to-ship and ship-to-shore delivery of guard mail, important messages and vital supplies.

At fleet anchorages they have proved invaluable for moving light freight when the water is rough and boating is uncertain and slow.

Use of helicopters by the Navy during major and minor fleet operations and maneuvers has proved repeatedly their vaunted versatility.

At Bikini, during Operation Crossroads and again during the summer of 1947 with the Navy's Bikini Scientific Resurvey party. they made numerous data-gathering. photographic and radiological monitoring flights.

Although they did not play a really vital role in the Atomic Bomb tests. in at least two instances helicopters made important contributions to the success of the operation as a whole.

When one of the automatic cameras failed shortly before the "Able" test. 'copters flew in replacement parts from USS *Saidor* at sea in less than 30 minutes.

Following the "Baker" day explosion. highly radioactive water prevented surface craft from entering the lagoon or approaching the islands. Sensitive films upon which the entire test had been recorded had to be recovered before airborne radioactivity penetrated the camera stations and rendered the films valueless.

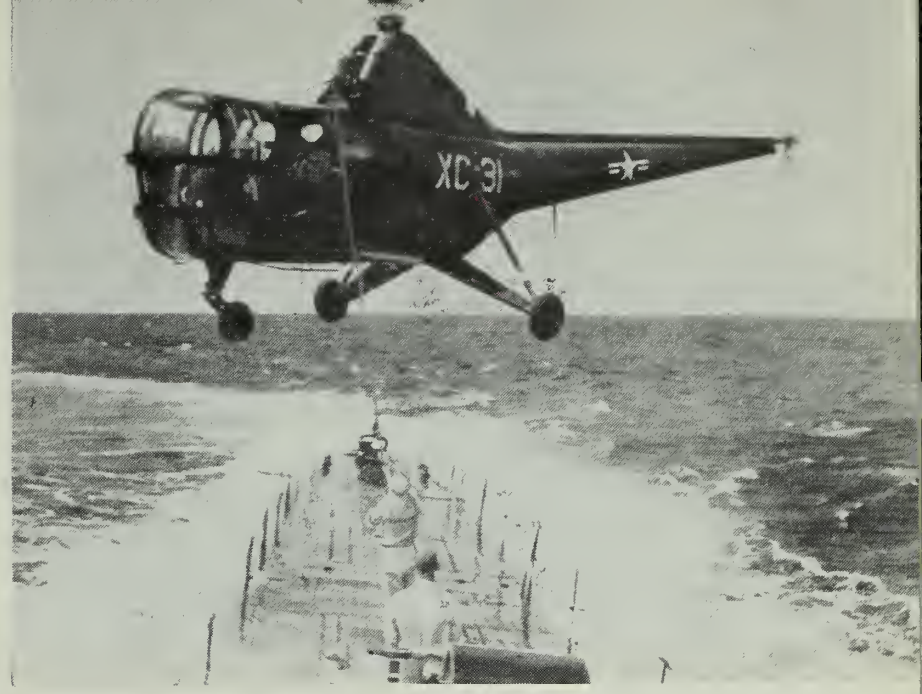
The area was monitored by helicopter and, having determined that it was safe to land, the whirligigs made shuttle trips to recover the important films.

Sometimes based on icebreakers eggbeaters have operated many times far inside the Arctic and Antarctic circles.

In 1946 and again in 1947. they rendered valuable service to the Navy Antarctic expeditions. Darting and hovering far ahead of the ships they act as "seeing-eye" aids to groups of ships picking their slow way through the ice fields.

On a joint Canadian-American expedition to resupply weather stations in the far north, a Navy helicopter discovered the Nares-Peary cairn on Cape Sheridan.

The Marine Air Facility at Tsingtao. China has found them especially useful. Sent to Tsingtao to augment the limited rescue facilities there, they are also used to make regular courier runs over inaccessible war-torn territories where all roads, railroads and bridges have been demolished.



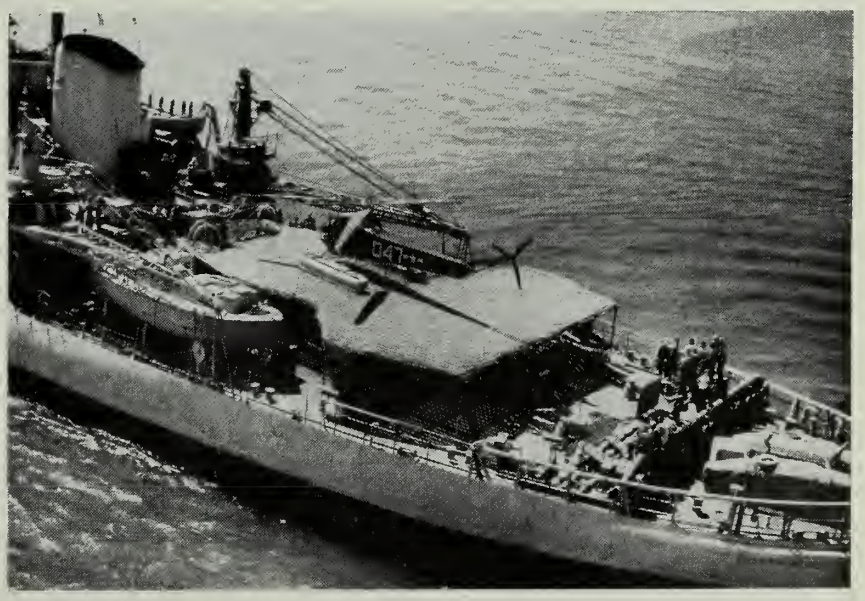
TAXI SERVICE technique is demonstrated by the current fleet wheel horse, the HO3S-1. Hovering, it raises and lowers personnel by means of hoist and sling.

Conventional aircraft of the Facility do the major portion of their flying over vast mud flats impassable to more ordinary forms of transportation including the jeep. weasel and pogo stick. Under such conditions helicopters have proved to be the only safe means of rescuing a downed pilot.

The 'copters also saw duty last November with the Navy's Second Task Fleet in cold weather maneuvers in the North Atlantic. Their efficiency as plane-guards is especially appreciated when the water is cold . . . it shortens that cold. wet wait.

During extended tests with the fleet, the whirligigs have compiled an impressive list of jobs which they can handle better than conventional types of observation and utility planes.

The effectiveness of helicopters on photographic missions and as a steady



ICE BREAKERS use helicopters for rescue work and general reconnaissance. The restricted flight deck is ample even when the ship is under way.



RESCUE of downed airmen is one of the 'copter's primary fleet missions. They get there faster than ships and are less dangerous to personnel in water.

target for radar ranging has long been recognized. The helicopters' ability to hover, nearly motionless, at low altitudes offers great photographic possibilities as well as facilitating aerial map checking. High shutter speeds counteract its vibrations.

Although the helicopter is a relatively new aeronautical achievement the notion of direct lift flight in general has intrigued thinkers and inventors throughout the centuries—ever since Icarus fell victim to the first aeronautical structural failure.

That venerable old wizard of the Renaissance, Leonardo da Vinci, conceived an aircraft, consisting of a lifting screw driven about a vertical axis, which is considered basically sound even today.

However, to Dr. George de Bothezat goes credit for the first free, vertically rising flying machine which possessed inherent stability and controlability. In 1922 at what is now Wright Field, Dayton, Ohio, in an amazingly complex machine described as a "perambulating full cantilever bridge," de Bothezat stayed aloft for one minute and 42 seconds, attained a height of six feet and was able to maneuver at will.

The Navy entered the field of rotary wing, direct lift aircraft in 1931 and has been active in it ever since; and, as early as 1932, an autogiro was attached to the Second Marine Brigade in Nicaragua.

Although the autogiro was never put into general service use, its development paved the way to the satisfactory solution of many problems inherent in helicopters.

Early in the war, the Bureau of Aeronautics working in conjunction with the U. S. Army Air Force, succeeded in developing the first successful service helicopters, the Sikorsky models R-4, R-5, and R-6, which were put to good use during and after the war.

In 1946, the Navy established a new type squadron, the Helicopter Development Squadron VX-3, to develop and evaluate helicopters for search and rescue work, as replacements for seaplanes, for ship-to-ship and ship-to-shore liaison, harbor traffic control, utility duties, amphibious warfare and numerous other duties.

Because of the rapidly increasing demand for helicopters and crews, it became necessary to make the Navy's helicopter organization more flexible. To this end, in April of this year, Squadron VX-3 was deactivated and divided into two Helicopter Utility Development Squadrons—HU-1 and HU-2.

Helicopter Utility Squadron Two is stationed at NAS Lakehurst, N. J. and is under the operational control of the Atlantic Fleet. It is composed at present of 29 helicopters, 31 officers and 226 enlisted personnel. All Navy and Marine Corps pilots and maintenance personnel are trained by this squadron.

Helicopter Utility Squadron One, stationed at Miramar, Calif., is under operational control of the Pacific Fleet. It is comprised of 16 helicopters, 17 officers and 186 enlisted personnel.

In addition, the Navy's Aircraft Development Squadron One (VX-1), which has anti-submarine warfare as its primary assignment, will have helicopters as part of its complement. This squadron is stationed at Key West, Fla.

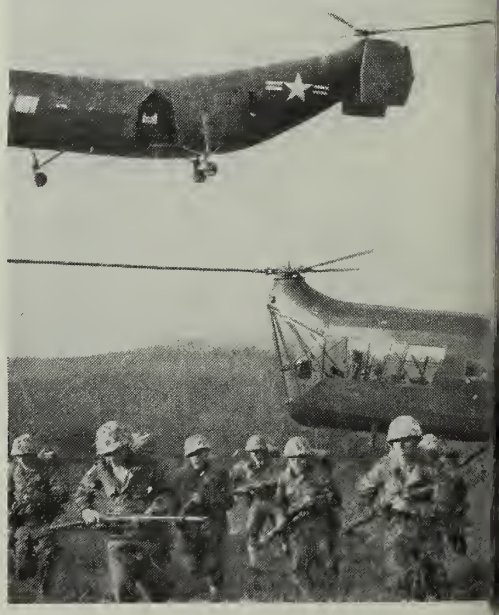
The training squadron at Lakehurst has determined that it takes five hours of instruction before the average fixed-wing pilot can solo a helicopter and, as a minimum, 25 hours additional flight time to turn out a fully qualified pilot.

Included in the advanced stages of the training are such maneuvers as: quick stops, 360 degree on the spot turns, backward take-offs, autorotation (power-off descents), hoisting and simulated shipboard landings.

Perhaps the most bewildering helicopter maneuver as far as the uninitiated are concerned is the quick stop. Flying at about 60 knots they can come to a complete hovering stand-still in the time it takes to wink—and they don't have to pry your features out of the instrument panel afterwards either.

There is no lunge against the safety belt; from the airborne helicopter's customary lean forward the cabin tilts gently back, there's pressure against the seat and you find yourself standing still. It's about the same sensation as tilting back in a swivel chair. No other aircraft can make this statement.

Training of maintenance personnel has now become one of the most important aspects of the Navy helicop-



SAGGING SAUSAGES land Marine assault troops during maneuvers. Helicop-

ter program. Due to the wide scattering of the relatively few units and the numerous requests from activities requiring specialized utility services the need for highly trained personnel is almost critical.

Since the units must be virtually self-sufficient, the maintenance personnel must be skilled to the point of being able to handle any repair job and even overhauls with a minimum of equipment under any conditions imposed upon them in the remote areas in which they usually work.

The Marine Corps' interest in helicopters rises from its adaptability to the problems surrounding amphibious operations — that organizations' primary mission. The 'copter's a natural for operating off even the most restricted beaches and from almost every type of Navy ship.

However, many additional Marine Corps needs and problems arise after a beach landing has been made. Their investigations in the helicopter field have followed, therefore, somewhat different lines than the Navy's.

Marine Corps helicopter activity, other than initial training, is centered at Quantico, Va. There, Marine Helicopter Squadron One (HMX-1) experiments with the windmills along the following lines:

- General operations with ground troops on maneuvers.
- Wire laying and other communication experiments.
- Courier service in the field.



ters offer advantages for amphibious warfare unmatched by any type aircraft.



SHIPBOARD check-outs acquaint pilots with such operational problems as flying in turbulence near superstructures and judging the ship's roll.

- Transport of vital supplies.
- Movement of key personnel.
- Casualty evacuation.
- Supplementation of crash boats.

The squadron has also done valuable work in testing such rescue devices as hoists, slings, airborne litters and liferafts.

The current work-horse for both the Navy and Marine Corps is the HO3S-1 which is similar to the HO2S-1 (the Army-Air Force R-5) but which incorporates a variety of improvements and modifications to better equip it for service with the fleet.

Such modifications include a lockable nose-wheel and additional landing gear strength, folding rotor blades and external corrosive preventatives.

The HO3S-1 features a rather extended straight tail-boom and is powered by a 450 horsepower engine. It can carry a pilot and three passengers or an equivalent amount of freight 250 miles at a 85 mph cruising speed. Wide open it whirls 110 mph.

The new training helicopter, the HTL-2, has as its most outstanding feature a split canopy which permits removal of almost half the plexiglas cockpit enclosure if desired for fair weather or specialized operations.

Rigged with dual flight controls, the two passengers sit side by side. It cruises at 85 mph powered by a 178 horsepower engine and has a service ceiling of 11,500 feet.

Besides primary training it is used for special missions such as torpedo tracking and recovery. It is equipped with a four wheel landing gear and rotor and parking brakes. Its predecessor, the HTL-1, is still rendering valuable utility service to the fleet.

The Navy's large transport type helicopter, the HRP-1, is the only twin tandem helicopter operational today.

Officially named "Rescuer," it is referred to with good reason as both "The Flying Banana" and "The Sagging Sausage." Two 41-foot rotors, located fore and aft, are turned by a single 600 horsepower engine through a series of mechanical drives.

Besides a pilot and co-pilot it normally carries five passengers. Overloaded, it can handle eight or ten. It ranks among the fastest windmills in the world.

Supplementing these four fleet standbys, there are numerous experimental prototypes in different stages of test and development by the Bureau of Aeronautics.

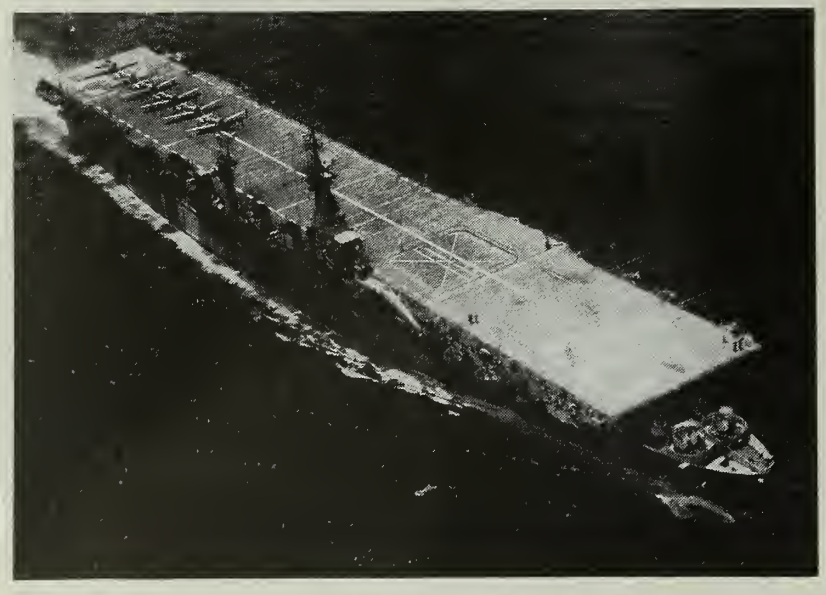
At present, two experimental models, the XHJP-1 and the XHJS-1 are being tested in competition for selection to replace current utility and rescue types.

Both these aircraft are designed for shipboard use and are equipped with hoists, rotor locks and brakes as well as other special gear which experience has shown to be necessary for satisfactory shipboard operation.

They are both powered by the same type 525 horsepower engine. Both carry a pilot, co-pilot and a crewman and can rescue two persons.

The XHJP-1 employs tandem rotors with overlapping blades for compactness. The XHJS-1 is less unique in appearance—looking generally like a slightly modified and cleaner HO3S-1.

The helicopter, despite its present



USS *WRIGHT* (CVL 49)—During almost two years service in flight training operations 2,794 naval aviators qualified as carrier pilots aboard the ship.

Cabot *Relieves* Wright *for Flight Training Duty*

The aircraft carrier USS *Cabot* (CVL 28), first carrier to join the inactive fleet, is now back in operation. Arriving at Pensacola, Fla., *Cabot* relieved the aircraft carrier USS *Wright* (CVL 49) in training service for student fliers.

Cabot established an outstanding record during World War II, taking part in almost every major Pacific battle. The ship destroyed 353 enemy planes and sank 29 Japanese ships.

Besides being the first flat-top to be put in mothballs, *Cabot* was the first to be unzipped. Her state of preservation was even better than was foreseen, and proved that other preserved carriers are ready for immediate use. *Cabot* was assigned to the Naval Air Training Command. On 1 February two Naval Air Reserve squadrons from NAS, Glenview, Ill., went aboard the ship for training duty in the Gulf of Mexico and Caribbean waters.

Wright had served almost two years in flight training operations when relieved. During operations off Pensacola, 2,794 naval aviators qualified aboard the ship as carrier pilots. A total of 20,825 landings were made on the vessel during that time, with a very low number of accidents. *Wright* received thousands of visitors aboard while serving in southern U.S. areas. Eleven thousand people visited the ship in New Orleans on Navy Day, 1948, alone.



USS *CABOT* (CVL 28)—The first carrier in and out of mothballs, *Cabot's* fine state of preservation made her available for almost immediate use.

practicality and even greater promise for the future, still has its operational drawbacks. In operations with the fleet it was found that turbulence around superstructures, jackstaffs, guns and other such protuberances frequently made handling difficult.

The submarine, whose negligible above-decks structure is small and well-defined, was one of the few ships not to give trouble in this respect.

Another problem was the indoctrination of inexperienced personnel to safe conduct on the flight deck. Men thoroughly experienced in the handling of conventional aircraft consistently endangered themselves in areas surrounding the stabilizing tail-rotors. Only when use of the helicopter becomes commonplace will this problem solve itself.

Since space on shipboard is limited, in designing helicopters for fleet use special attention must be given to overall dimensions. This is a severe restriction on larger designs since it has been found that rotor diameter is directly proportional to the gross weight of the aircraft.

Speed of the helicopter in its present form is also limited by theory. An increase in forward speed means a reduction in the airflow across the retreating blade. As a consequence, top speed is limited to that point at which the retreating blade begins to stall.

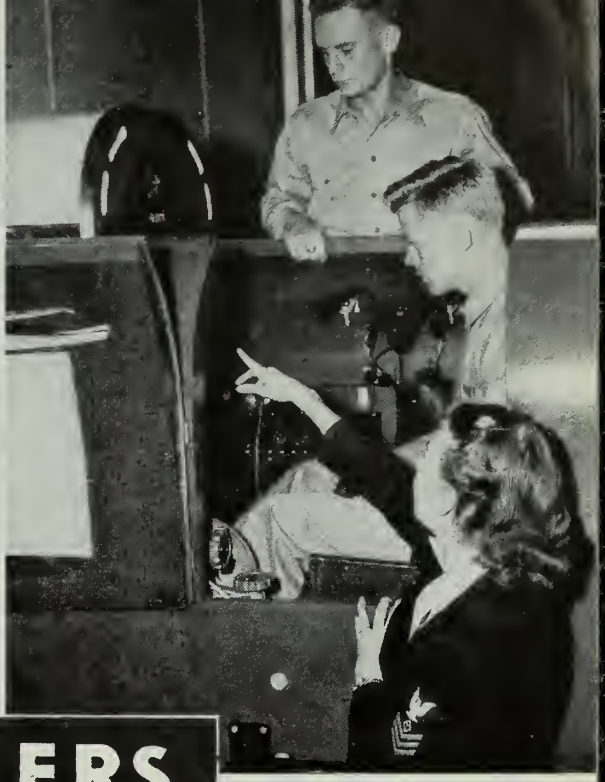
All-weather operation is still a thing of the future for helicopters. Instruments designed for conventional aircraft have not worked out satisfactorily on helicopters due to their lack of stability and control lag in flight. New instruments for night and weather flying will have to be developed specifically for helicopters. There is also talk of installing searchlights as an additional aid.

Today's fabric or ply-wood covered wooden blades are another reason helicopters cannot operate successfully in bad weather. New all-metal blades are being developed with provisions for de-icing.

To solve these and other problems related to rotary wing flight and to better adapt helicopters to the needs of the fleet the Bureau of Aeronautics has undertaken experimental and development programs.

How many problems they will be able to solve and where their research will lead is purely a matter of conjecture. It is nonetheless certain that better helicopters are not far off and that they will play a role of increasing importance in naval aviation in the future.





FLEDGLING FLIERS

WORLD'S FINEST pilots are developed from raw cadet recruits at 'The Annapolis of the Air'—NAS Pensacola, Fla. Clockwise from above: cadets check over chart with instructor prior to take off. Wave explains operation of the aggravating but important link trainer. Planehandlers stand ready as cadet prepares for carrier landing checkouts on *Saipan*. Instructor uses blackboard to explain involved instrument flight pattern. Athletics at Pensacola build up biceps on mighty fleet air arm.







LETTERS TO THE EDITOR

Still an Emergency

SIR: Some people here have claimed that the state of National Emergency has been terminated. I think they are in error. I believe that hostilities were terminated by President Truman at noon, 31 Dec 1946 but that it had no affect upon the termination of the National Emergency. A correct answer would be appreciated.—E. J. T., LT, (SC), USN.

• *You are right. President Truman proclaimed the cessation of hostilities of World War II, twelve o'clock noon, 31 Dec 1946. Statement by the President says, "It should be noted that the proclamation does not terminate the state of emergency declared by President Roosevelt on 8 Sept 1939, and 27 May 1941. Nor does today's action have the effect of terminating the state of war itself. It terminates merely the period of hostilities. With respect to the termination of the National Emergency and the state of war I shall make recommendations to the Congress in the near future."*—ED.

How to Obtain Films

SIR: I wonder if you could tell me the procedure to follow in obtaining films for presentation to local civic groups.—J.R.J., DC, LCDR, USNR.

• *A list of films appeared in the August 1948 ALL HANDS, p. 48. These films are available for non-profit, non-commercial showings by civic groups, through the Public Information Office in the appropriate Naval District.*—ED.

Stationkeeper to HC School

SIR: I am a stationkeeper in the Naval Air Reserve. I made hospital apprentice without going to school. Could you tell me if it is possible to go to a Hospital Corps School?—G. R. M., HA, USNR.

• *Qualified personnel of the Naval Air Reserve on active duty as stationkeepers are eligible to attend Class A Hospital Corps Schools. Submit request to the Chief of Naval Personnel via official channels.*—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Time Counts for Rotation

SIR: I was in the Naval Reserve on active duty from 1 Feb 1943 until 7 Dec 1945. I went overseas on 29 Apr 1944 until 29 Oct 1945. After 85 days out of the service, I reenlisted in the regular Navy. I was told this time counted for all purposes except pay. Then, in June, I went overseas again. (1) Does the time I spent overseas in 1944 and 1945 count for rotation now? (2) When did overseas shore duty start and end on the Island of Oahu? (3) With all 4.0 conduct marks, when would I rate the Good Conduct Medal?—M. W. D., HM3, USN.

• (1) *Yes, the time you spent overseas in 1944 and 1945 is computed for rotation purposes because you reenlisted under continuous service. See BuPers Circ. Ltr. 101-48 (NDB, 31 May 1948) for information pertaining to submitting a request for shore duty.* (2) *Overseas shore duty on the Island of Oahu commenced on 1 Nov 1946 and terminated 30 June 1948.* (3) *If the dates listed for commencement and termination of active duty in your case are correct, your date of eligibility for the Good Conduct Medal is 25 April 1946.*—ED.

Awards Due Storm King

SIR: What ribbons does USS *Storm King* (AP 171) rate from September 1944 to November 1947?—H. L. L., YN3, USN.

• *Storm King* is eligible for the Asiatic-Pacific Campaign Medal with three stars, Navy Occupation Service Medal (Asia Clasp) and the Philippine Liberation Ribbon with two stars for the period requested.—ED.



USS *Storm King* (AP 171)—Veteran transport returned to her original owner August 1946.

Duty in Naval Intelligence

SIR: Is it possible for an enlisted man to enter the Naval Intelligence organization? If so, how does he go about it?—M. E. H., ENC, USN.

SIR: I have just finished a course in criminal investigation and I am very interested in taking it up in the Marine Corps. Can you tell me if the Navy has such a school, for enlisted men, and what are the qualifications?—E. P., USMC.

• *There are a limited number of billets for enlisted personnel assigned to the Naval Intelligence organization in the rating of yeoman, storekeeper, aviation machinist's mates, aviation radiomen, phamacist's mates and radiomen. These enlisted men are assigned duties commensurate with their ratings. Submit an official letter to the Chief of Naval Personnel via your commanding officer and the Chief of Naval Operations.*

A course in investigation methods at the FBI National Academy, Washington, D.C., is available for well qualified Marine enlisted personnel of the first three pay grades with a GCT 110. Personnel recommended must have two years' obligated service or willing to extend such enlistment or reenlist for the necessary number of years. The course extends for 12 weeks every four months.—ED.

Eligibility Under the GI Bill

SIR: I enlisted in the Regular Navy in June 1947. I was told that I would be able to derive benefits from the GI Bill of Rights and get four years of college education. Now I have been informed that I am not entitled to this education. Who is correct?—W. M., SOSN, USN.

SIR: My sole purpose for enlisting in the service was to receive the advantages of the GI Bill of Rights. I enlisted 7 July 1947 with the understanding that I would be given a college education upon discharge. Now I am told that I'm not eligible. Just what is the straight dope? —T. T. N., SN, USN.

SIR: I enlisted 7 Sept 1946. Am I entitled to the full four years of college education?—L. D., SN, USN.

• *Any person who has had at least 90 days active service with some part of that 90 days occurring on or after 16 Sept 1940 and prior to 25 July 1947 may be eligible for education and training under the GI Bill. The veteran must meet certain basic requirements, which include separation from active service under conditions other than dishonorable.*

Eligible veterans are entitled to a maximum of four calendar years' education on

this basis: One year plus a period equal to the time in service between 16 *Sept* 1940 *and* 25 *July* 1947.

A statement made in June 1947 *or on* 7 *July* 1947 *that men enlisting in the Navy at that time might be eligible for four years of education was a true statement based on the law as it existed at that time. A later law which established* 25 *July* 1947 *as the end of the war changed the situation for the first two writers.*

The third question, however, comes under another law which provides that for persons who enlisted between 6 *Oct* 1945 *and* 5 *Oct* 1946 *the war is not considered over for the purpose of GI Bill educational benefits until the termination of such enlistment. The four-year maximum described above still applies, however.*—ED.

Reenlistment Allowance

SIR: In ALL HANDS, August 1948, in the Letters to the Editor section, you gave out some information that I question.

Under the heading "Reenlistment Allowance," W. C. G., ENC, wrote in asking whether he rated reenlistment allowance after being discharged on 3 Oct 1945 and reenlisting on 3 Jan 1946. Your answer is "yes." I believe the correct answer is *no*. I refer you to paragraph 54207-5b of BuSandA Manual.

It is agreed the man did reenlist under continuous service because Article D-1002 BuPers Manual defines continuous service as within three months of last discharge and sub-paragraph 7 of the same reference gives as an example a man discharged on 7 January may be reenlisted on any day up to and including 7 April and retain his continuous service benefits, *but* the law governing reenlistment allowance states within 90 days of last discharge. There is a difference.

I don't mean to be snooty about this, I just don't want sailors telling me they are entitled to reenlistment allowance under similar circumstances *because they saw it in* ALL HANDS. I saw it too, but I didn't believe it.—W. W. K., DKC, USN.

• *The answer given by* ALL HANDS *was correct. This* 90*-day proviso, insofar as it relates to continuity of service in determining entitlement to enlistment allowance, is consistent with the three months' provision in paragraph* 4 *of section* 10 *of the Pay Readjustment Act of* 1946. *The intent of the* 90*-day proviso was to prevent any part of such three months' period intervening between discharge and reenlistment in being counted as a period of active service when computation is made to determine the amount of enlistment allowance to be paid.*

A change to pertinent paragraphs of BuSandA Manual, to be promulgated at an early date, will clarify any confusion as to the entitlement and computation of enlistment allowance.—ED.



Privateers—VPB-118 has record of being the first squadron to fly them overseas.

VPB-118 First to Fly 4Y-2s

SIR: Would you please settle an argument over whether VPB-118 was the first squadron to fly PB4Y-2s overseas in combat?—W. D. J., ADE2, USNR.

• *Available records indicate that VPB-*118 *was the first squadron to fly PB4Y-2 Privateers. From* 10 *Jan* 1945 *to* 25 *July* 1945 *VPB-*118 *flew* 7,820 *hours to destroy* 18 *land targets and severely damaged* 57 *other land targets as well as destroy* 9 *enemy aircraft and damage* 5 *others. VPB-*118 *destroyed* 110,000 *tons of enemy shipping and damaged* 105,000 *tons.*—ED.

Citations and Awards

SIR: Could you please tell me what awards have been given USS *Williamson* (DD 244)?—J. C. P., LT, SC, USN.

SIR: I would like to know how many stars USS LST 912 is entitled to?—E. V. F., RMSN, USN.

SIR: Does USS *Fullam* (DD 474) rate the Navy Occupation Service Medal? Also, could you tell me if I rate the China Service Medal for duty with the 1st Marine Division in Tientsen, China, from June to December 1946?—F. H. L., HMC, USN.

• Williamson *is entitled to four stars on the Asiatic-Pacific Campaign Medal for Attu, Guam, Iwo Jima and Okinawa.*

• USS *LST* 912 *is entitled to three stars on the Asiatic-Pacific Campaign Medal and two stars on the Philippine Liberation Ribbon.*

• Fullam *is eligible for the Navy Occupation Service Medal (Asia Clasp) for service* 7 *Sept* 1945 *to* 20 *Sept* 1945. *Personnel are eligible to wear the China Service Medal for duty with* 1st *Marine Division in Tientsen, China, subsequent to* 30 *Sept* 1945.—ED.

Longevity Pay

SIR: In the July 1948 ALL HANDS you stated that a bill had passed the House or Senate to allow credit for service performed before reaching 18 years of age for longevity pay. This remark has caused some disconcernment here. As far as we know the Regular Navy has been paying its men longevity for service performed before their 18th birthday. What gives?—M. R. H., YNC, USN.

• *Longevity pay was authorized by President Theodore Roosevelt* 27 *Nov* 1906. *The method of compating logevity pay has varied from time to time but no distinction is made insofar as Regular Navy personnel are concerned. It is authorized with respect to service performed between ages* 14 *and* 18. *The recent law mentioned in July* 1948 ALL HANDS *concerned longevity credit for service prior to reaching* 18 *years of age for persons who enlisted in National Guard prior to their* 18*th birthday.*—ED.

Reserve Retirement

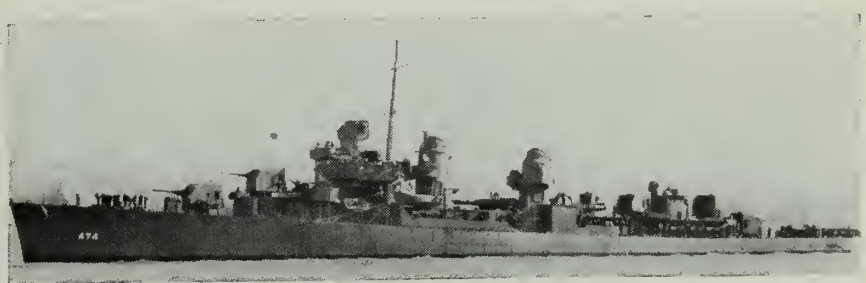
SIR: I enlisted in the Regular Navy February 1932 and was discharged February 1936. I reenlisted, under broken service, October 1939 and was again discharged September 1945. On February 1947 I enlisted in V-6 USNR, where I am now doing duty as a shipkeeper. What I would like to know is does this USNR time in service, and subsequent time in the USNR from now on, count towards 20-year transfer to the Fleet Reserve?—R. F. S., MML1, USNR.

• *To be eligible for transfer to the Fleet Reserve you must be serving in the Regular Navy at time of transfer. All active federal service, including your* USNR *time, counts towards such transfer. For further information on retirement see June* 1948 ALL HANDS, *pp.* 46-47.—ED.

Reverting to CPO

SIR: For purposes of retirement can a man who has accepted an LDO commission revert to chief petty officer?—H. C. H., PNC, USN.

• *Once an enlisted man accepts a permanent commision as an officer in limited duty status, he cannot revert to his previous rating for purposes of retirement upon completion of* 20 *years active service.*—ED.



USS *Fullam* (DD 474)—Is eligible for the Navy Occupation Service Medal (Asia Clasp).

Ration Allowance Rate

SIR: If a man reenlists and elects to receive payment for all unused leave does he receive the old ration allowance of 70 cents per day or the present ration allowance of $1.05 per day?—D. M. P., PN2, USN.

• *Subsistence rate established at 70 cents per day is authorized by Public Law 704 (79th Congress) as amended.*—ED.

Temporary Appointment

SIR: Is there any way that an enlisted man who has had a temporary commission and reverted to enlisted status can receive his commission back? Could he wait until he is discharged, then upon the completion of 90 days or more as a civilian receive his old commission in the Reserve, then request active duty?—W. F. B., YNC, USN.

• *No. Once an enlisted man of the Regular Navy who held a temporary appointment in the U. S. Navy has reverted to his enlisted rate, he cannot be reappointed to commissioned rank for temporary service because original temporary appointments are no longer being authorized. It is the practice of the Navy Department to tender to qualified temporary officers, Regular or Reserve, who were discharged or released to inactive duty, a permanent appointment in the highest rank in which they served satisfactorily while on active duty during World War II. If appointed, they may submit a request for active duty to the Chief of Naval Personnel, via the commandant of their naval district.*—ED.

Tin Cans' Records

SIR: As a former member of USS *Breckenridge* (DD 148) I would like to know what happened to her and how many ribbons and stars she acquired? I also served on board USS *Ingersoll* (DD 652) and I would like to know if she received the Presidential Unit Citation more than once.—A. E. M., BTC, USNR.

• Breckenridge *was disposed of through sale by the Naval Vessel Disposal Office. She earned the European-African-Middle Eastern Medal with one star.* Ingersoll *is eligible for Asiatic-Pacific Campaign Medal with nine stars and the Navy Occupation Service Medal. She was not awarded PUC.*—ED.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March 1946.

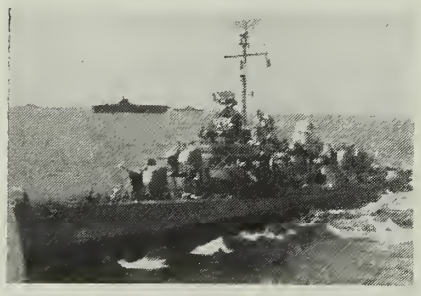
BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS *LST* 491. *A book of* 56 *pages telling the ship's history from the time the original crew was assembled until the ship was decommissioned—a period of a little more than two years. The book is entitled* The Ol' Double Trouble *and is priced at* $2.25. *Address R. T. Lewis Company,* 72 *First Ave., Pittsburgh* 22, *Pa.*

About Class A Schools

SIR: I was sent to the Electronics Material School at Great Lakes but because of lack of proper background I was dropped from school. Since then I have been assigned to, and graduated from, a Class A radio operator school. I feel that I now have the necessary background to graduate from the electronics school if I were assigned. Is this possible?—W.J.C., RMSN, USN.

• *Class A school graduates are not eligible for the Naval School, Electronics Technicians, Class A. (formerly Naval School, Electronics Materiel).* —ED.



USS *Ingersoll*—Pacific veteran now out of commission in LantResFlt, Charleston, S.C.



USS *Breckenridge*—Disposed of through sale by the Naval Vessel Disposal Office.

District of Columbia Bonus

SIR: Has Washington, D.C., contemplated passing a bonus bill for personnel who enlisted in the Armed Forces during World War II?—D. D. T., YN1, USN.

• *The District of Columbia does not at the present time have a bonus for World War II veterans. A bill to provide such a payment has been introduced in Congress and at press time was in the House Committee on Veterans' Affairs.*—ED.

Retirement of Reservists

(1) SIR: Here is a question of general interest to all Naval Reserve personnel now on active duty. Can a man in V-6, after spending 20 years on active duty, retire or transfer to the Fleet Reserve preparatory to retiring on any plan other than the new Naval Reserve retirement plan recently passed?

For example, I enlisted in the Naval Reserve in 1941 and went on active duty immeditaely, and was discharged from the naval service in 1945. I reenlisted in V-6 in 1946 and was recalled to active duty as station keeper at a Naval Reserve training center. If it were possible to complete an additional 14 years of active duty as station keeper, would it be possible to go out on 20, on retainer pay, or what would the plan be?—L. J. M., EMCA.

(2) SIR: I first enlisted in the Navy in February 1941 and served five years and five months on active duty. I was discharged in July 1946, and in September enlisted in class V-6, Naval Reserve, and was called to active duty as a shipkeeper.

If I should complete an additional 14 years and seven months on active duty as shipkeeper in V-6, will I not be eligible for transfer to Class F-6 Fleet Naval Reserve by reason of having completed 20 years' active federal service within the meaning of BuPers Circ. Ltr. 130-47, or must I reach the age of 60 before becoming eligible for retirement benefits under the recent retirement law signed by the President on 29 June 1948 for Reserve officers and enlisted men?—R. L. L., USNR.

(3) SIR: I served four years in the regular Navy, then enlisted as a station keeper in the Naval Reserve. After completing 20 years' active federal service, what sort of retirement pay and benefits would I be entitled to? What reference might I look up on this subject?—J. R. E., PN2, USNR.

• *All of you could be placed on the honorary retired list of the Naval Reserve, provided you meet requirements.* (*See* ALL HANDS, *June* 1948, *p.* 46). *You must be serving in the regular Navy in order to transfer to Fleet Reserve. Another reference to look up in regard to this matter is Public Law* 819 *of the* 80*th Congress.*—ED.

Filipinos in the Navy

SIR: Recently some questions came up regarding discharges, reenlistments and leaves for Filipinos in the Navy. Would you please answer and clarify the following questions? (1) Can Filipinos be separated from the U. S. Navy in the Philippine Islands? (2) Can Philippine citizens serving in the Navy reenlist on board any U. S. naval ship or station inside the Philippine area before 90 days after discharge from active duty? (3) Can Filipinos serving in the steward's branch change their ratings to seaman upon reenlistment? (4) Is there any reason why Filipinos cannot be granted regular leaves in the Philippines?—A. Q. V., TN, USN.

• (1) *Yes. If they are citizens of the Philippines. See Alnav* 562-46 (*NDB, AS&SL, July-December* 1946) *and Alnav* 89-47 (*NDB, AS&SL, January-June* 1947). (2) *Yes. BuPers Circ. Ltr.* 141-47 (*NDB,* 31 *July* 1947) *authorizes reenlistment on any ship or station within three months from date of discharge.* (3) *No. Request for change of rate should be submitted to BuPers through the CO if the person involved is in all respects qualified.* (4) *If the individual concerned has ample funds to purchase round-trip commercial transportation to the Philippines, and presents positive evidence of transportation reservations to and from the Philippines which will permit him to return to his permanent duty station within the allotted time, the Chief of Naval Personnel will consider granting this person permission to visit the Republic of the Philippines while on leave. In conjunction with such leave, no travel time can be granted as stated in BuPers-BuSandA Joint Letter* 47-814 *of* 25 *Aug* 1947 (*NDB,* 31 *Aug* 1947). *Therefore, all travel time and delay involved must be charged as leave.*—ED.

Want That Old Rate Back?

SIR: I was discharged from the Naval Reserve as RM1 on 13 May 1946. I enlisted in the Regular Navy 89 days later. I was informed that I could enlist as RM2 only. I would like to know definitely, one way or the other, whether I can receive my old rating back.—G. L. M., RM2, USN.

• *No, not by reason of the fact that you once were a RM1. You were not eligible to enlist in the Regular Navy in the rate held at discharge from the Naval Reserve at the time of your enlistment in the Regular Navy. At that time (which was subsequent to* 6 *Mar* 1946) *RM2 was the highest rate open to personnel of your previous status. To have been eligible to enlist directly into the Regular Navy as an RM1, you would have had to enlist in the Regular Navy prior to* 6 *Mar* 1946. *However, you can advance to RM1 if you meet the requirements set down in BuPers Circ. Ltr.* 155-48 (*NDB,* 15 *Aug* 1948).—ED.

More on 'PT' Controversy

SIR: In your December 1948 ALL HANDS you stated that the designation symbol for "PT" meant "motor torpedo boat." I spent three years in motor torpedo boats and our squadron was MTBRon 23. We were told that "PT" designated "patrol torpedo" and "MTB" was for "motor torpedo boats." What's the story?—J. J. W., GM2, USN.

SIR: After some investigation I have come to the conclusion that your answer in regards to "PT" is in error. I believe that "PT" informally means "motor torpedo boat" but officially means "patrol torpedo craft." Right?—S. S. B., LCDR, USNR.

• *As it appeared in* ALL HANDS *the information is correct. The symbol "PT" means motor torpedo boat. The designation "MTB" is a British designation.*

The use of "MTBRons" is not inconsistent with the Navy designation of "PT" for "motor torpedo boat." "MTBRons" is a fleet organizational designation comparable to the fleet organizational designation "BatDiv." There is no more inconsistency in the use of "PT" and "MTBRons" than there is in the use of "BB" and "BatDiv."—ED.

Change in Rate

SIR: What are the requirements for a change in rating from YN1 to MA1? Must six months in-service training be completed before being recommended for a change of rate to Machine Accountant?—E. E. H., YN1, USN.

• *To execute a change in rating from yeoman to machine accountant, in the same pay grade, a man must serve in an MA billet at a personnel accounting machine installation until his CO considers him qualified. Then he must take an examination for a change in accordance with qualifications contained in NavPers* 18068. *A recommendation from his CO, accompanied by the completed examination form (NavPers* 624), *then is sent to Bureau of Personnel. The final decision will rest with BuPers.*—ED.

Highest Temporary Rank

SIR: I have been advised against accepting Option 2 of Public Law 720 (79th Congress) when I retire next year. I was told that if I accepted this option that I would be waiving all rights to retirement as chief machinist (temporary) which I held during the war. Is this right?—J. T. H., ENC, USN.

• *No. Upon being placed on the retired list after* 30 *years' service, regardless of what option you accepted on* 20, *you are entitled to be advanced to the highest temporary rank satisfactorily held prior to* 30 *June* 1946.—ED.

Subs and Quarters

SIR: I am stationed at a joint Army, Navy, Air Force unit which is six miles from the nearest naval activity. There are no government quarters nor messing facilities available at the station to which I am attached, but to date I have not received any quarters or subsistence allowance. Army and Air Force personnel stationed at this unit receive $3.50 per day quarters and subsistence allowance. Should I or shouldn't I be receiving this allowance? I believe this to be contrary to BuPers policy as noted in Articles D-10101, D-10102 and D-10105, BuPers Manual.—M. J., YN2, USN.

• *The Chief of Naval Personnel has delegated authority for approval of allowances for quarters and subsistence for enlisted personnel to commandants of naval districts and various other commands at sea and ashore. Instructions issued to commandants require that where government housing and messing facilities are in existence, such facilities shall be employed to full capacity for the purpose for which they were intended prior to granting monetary allowances in the absence of government quarters and/or messing facilities.*

In view of this, it would seem that if there is any question in your mind as to your eligibilty for cash allowances for quarters and subsistence, you should address an official request to the commandant of the naval district in which you are stationed outlining in detail your reasons as to why you think you are eligible to receive such allowances.—ED.

Fate of LST 1018

SIR: I would like to know the present status of LST 1018 and what ribbons and stars she earned during the war?—E. P., YNTC, USN.

• USS *LST* 1018 *was disposed of through War Shipping Administration May* 1948. *She is eligible for Asiatic-Pacific Campaign Medal with four stars and the Philippine Liberation Ribbon with two stars.*—ED.

About Patrol Squadron 102

SIR: Patrol Squadron 102 is mentioned in August 1948 ALL HANDS as being a unit eligible for the award of "Army Distinguished Unit Emblem." I was serving in VP 102 when that squadron was commissioned on 1 Mar 1943 in San Diego, Calif. Was there a patrol squadron designated as VP 102 prior to this time?—A. W. H., LTJG, USN.

• *Yes. Patrol Squadron* 102 (*VP* 102) *was one of the units stationed at Cavite, P.I., when the war broke out. As a result of the loss of the equipment and personnel in the subsequent war in the Philippines, the squadron was decommissioned on* 18 *Apr* 1942. *A new squadron bearing that designation was commissioned, as you described, in San Diego* 1 *Mar* 1943.—ED.

Precedence of Ratings

SIR: Many men at this command are of the opinion that the BuPers directive that all rating badges shall be worn on the left sleeve has done away with precedence among rates. (1) Is this true? (2) In regard to precedence before the war, did a chief of the seaman branch with three years in the rate take precedence over a chief of the artificer branch with four years in the rate? (3) In the case of two men in the same rate, would precedence be decided by time in rate or time in service?—E. L. J., BTC, USN.

• (1) *The relative precedence of the various ratings, as contained in the BuPers Manual, is still in effect, subject to such changes as are made from time to time. The manner of wearing rating badges has nothing to do with precedence.* (2) *Yes.* (3) *Two men in the same rating would take precedence of each other according to date of appointment to the same rate. If this is of the same date, then total naval service would be the deciding factor.*—ED.

NOSM for Okinawa Occupation

SIR: In the December 1948 ALL HANDS you stated that personnel attached to the Military Government Headquarters D-5 on Okinawa from about 15 Apr 1945 to 23 Sept 1945 were not entitled to any medals except those listed. What about the Navy Occupation Service Medal?—F. G. H., MA1, USNR.

• *You are right. Naval personnel performing occupation duty on the island of Okinawa from 2 Sept 1945 to a date to be determined later are entitled to the NOSM provided such duty was permanent.*

The answer to the letter in ALL HANDS *was written before the medal was awarded for Okinawa service, but it did not appear in the magazine until after that time.*—ED.

Must Requalify for Rating

SIR: I took a storekeeper third class examination and passed it while in the mobilized Naval Reserve. I was recommended for advancement, but before this authorization was received from BuPers the ship was decommissioned. I am now a member of Class O-1 USNR. (1) Will it be possible for me to get the rate in O-1, USNR, which I earned while on active duty? (2) Until I do get a storekeeper rating and remain qualified, am I entitled to attach "SK" to my present rate of SN.—H. E. B., SN, USNR.

• (1) *As there is no evidence of your being advanced to SK3 before discharge, you must requalify and be reexamined for the rating.* (2) *You may retain the striker designation if previously identified as SKSN, but you may not add it.*—ED.

It's Chief Mate Not Mate Chief

SIR: Invariably the men aboard my ship who man the public address systems sing out with "Doe, machinist's mate chief . . ." or "Jones, quarter master chief . . ." Somewhere, submerged in the mass of Navy Department Bulletins, I believe there is a directive stating that the title of chief gunner's mate etc. should not be inverted. How about it?—W. J. M., QMC, USN.



• *You are absolutely right. BuPers Circ. Ltr.* 106-48 (*NDB*, 15 *June* 1948) *is quoted as follows: "Authorized rate abbreviations for pay grade* 1 *and pay grade* 1*A, which contain the letters C and CA following the basic abbreviation letters instead of preceding the basic abbreviation letters as heretofore, do not change the full title of chief petty officer. They will continue to be referred to as chief yeoman, chief boatswain's mate, chief aviation machinist's mate, and so forth."* —ED.

Medeligibility

SIR: (1) Does duty on Saipan after the war make me eligible for the Occupation Medal? (2) Does broken service time count toward the good Conduct Medal?—G. A. L., HA, USN.

• (1) *Personnel who served on Saipan are not eligible for the Navy Occupation Service Medal. Occupation duty in the Asiatic-Pacific area shall be credited to organizations for duty performed on and subsequent to* 2 *Sept* 1945, *on shore in such parts of Japan and in such territories recognized as sovereign to Japan, and in such parts of Korea and such adjacent islands as are recognized to be Korean, but exclusive of all mandated territory formerly administered by Japan as are under the governmental control of the United States or of an ally of the United States during World War II.* (2) *Broken service does not count toward the award of a Good Conduct Medal.*—ED.

Wearing Army Jump Wings

SIR: As an ex-paratrooper in the Army I would like to know if I am entitled to wear jump wings or not?—J. S., SN, USN.

• *Enlisted men are authorized to wear parachutist insignia as described in Article* 9-60, *Uniform Regulations. No other parachutists devices may be worn.*—ED.

Temporary Officers' Retirement

SIR: Would a temporary officer who had reached a total of 20 years active service, of which 10 years was in a temporary commissioned status, be eligible for retirement under the benefits of the public law which specifies officers of the Regular Navy, etc. would become eligible?—J. E. W., CHPCLK, USN.

SIR: In the event a temporary officer, whose permanent status is enlisted, completes more than 20 years active service including 10 years active commissioned service will he be entitled to the provisions of voluntary retirement now afforded to officers who have permanent status as officers? Rumor has it that temporary officers who may fulfill service requirements, will not be entitled to the same retirement benefits as is provided for permanent officers.—A. E. G., LTJG, USN.

SIR: Can a temporary officer of the Navy retire on 10 years commissioned service with a total of 20 years service? With the same thought in mind can a permanent chief warrant officer of the Regular Navy, retire on 10 years commissioned service with 20 years total service?—K. O. G., CHBOSN, USN.

• *Numerous queries have been received by* ALL HANDS *from temporary officers concerning* 20 *year voluntary retirements as established by Public Law* 305. *The pertinent question is in most cases: Are enlisted men serving under temporary appointment eligible for voluntary retirement when they have completed* 20 *years of active service,* 10 *of which has been commissioned service? Anticipating that a number of temporary officers will, in the near future, acquire* 10 *years of active commissioned service and a total of* 20 *or more years active service, the Bureau of Naval Personnel has requested an opinion from the Judge Advocate General concerning the eligibility of such officers for retirement. The substance of the opinion will be published when it becomes available.*—ED.

Promotions for Reservists

SIR: In ALL HANDS, August 1948, p. 42, there is an article entitled "Permanent Appointments Authorized for 292,000 Naval Reserve Officers," which states that Reserve officers on active duty in a Regular Navy billet will not be eligible for promotion. I would greatly appreciate it if this statement were made more clear and the reason or reasons behind this policy given.—J. M. M., LT, USNR.

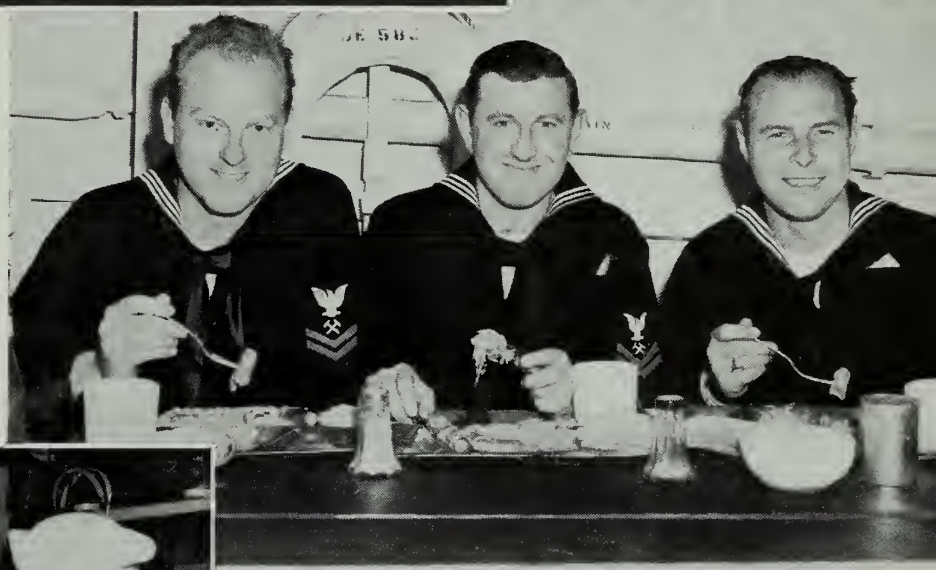
• *The item you mention was intended to point out that Reserve officers on active duty in a Regular Navy billet merely were not eligible for permanent appointments under authority of the directive concerned. Reserve officers on active duty in a Regular Navy billet become eligible for promotion at the same time as officers of the Regular Navy whose promotional precedence is same.*—ED.

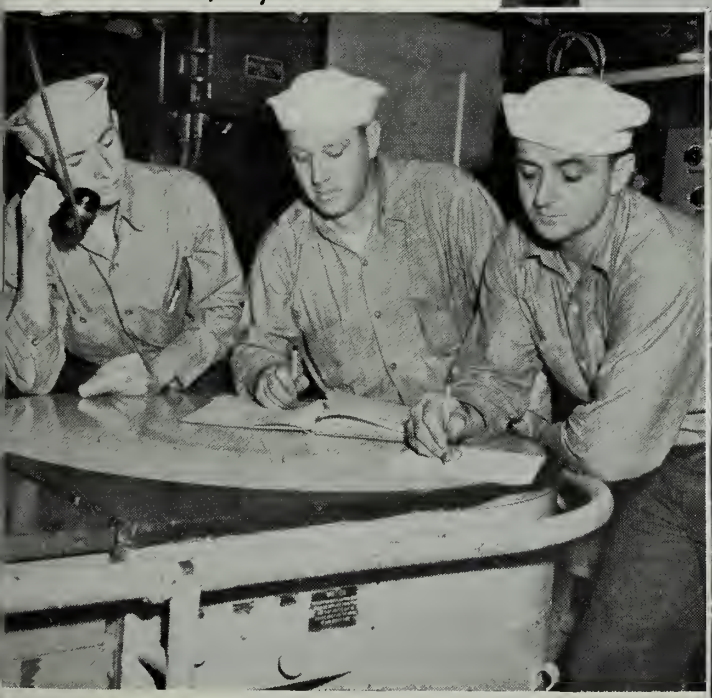


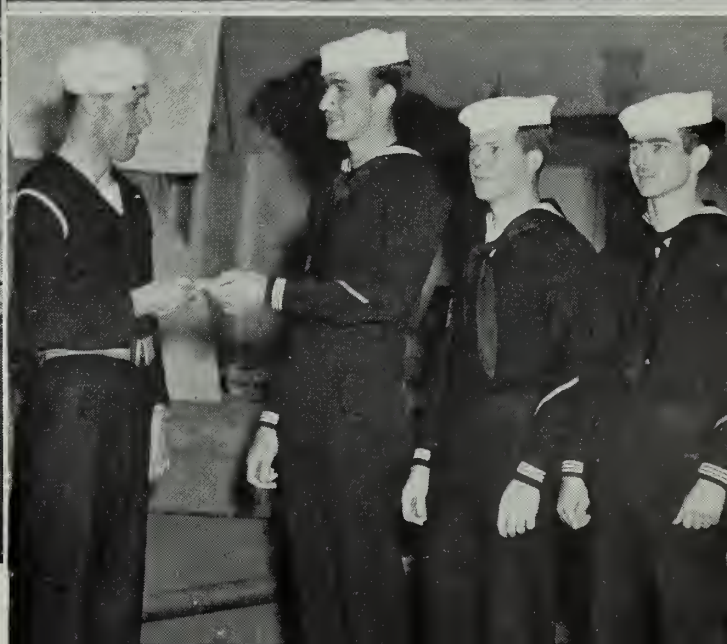


Reserve Duty on a DE

CRUISE from Vallejo, Calif., to Vancouver, B.C., aboard USS George A. *Johnson* (DE 583) was enjoyed by officers and enlisted personnel from local Reserve units. Photos taken during the two weeks' training jaunt show (clockwise from above left) Reservists having blues pressed prior to liberty, members of the engineering force keeping their hands in, three husky shipmates sailing into chow, crew members taking off for liberty in Vancouver, duty in the chart room.





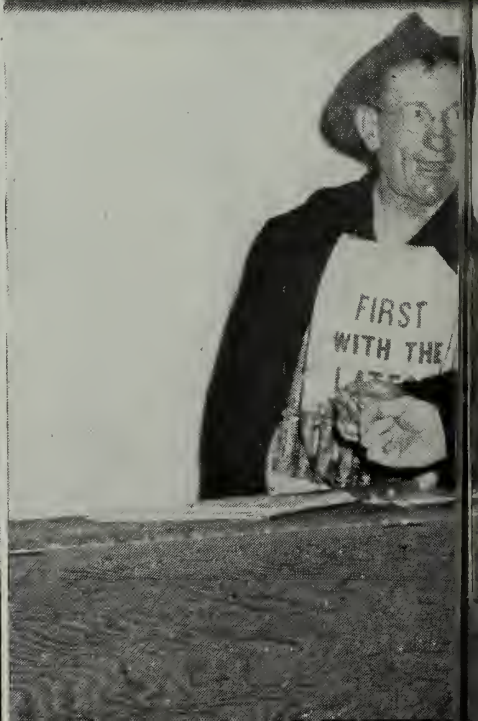



U.S. NAVY
U.S. NAVY
U.S. NAVY




Look!




FIRST
WITH THE

TODAY'S NAVY





Inactivation of Ships, Facilities and Personnel Will Be Necessary Because of Reduced Navy Budget

The Navy is scheduled to become considerably smaller by 1 July 1949. The ships, planes and air stations slated to be inactivated will cause certain noteworthy reorganization of the Navy's sea and air forces.

The inactivation of facilities and personnel, necessitated by a reduced budget for 1950, will leave only two active aircraft carriers in the Pacific Fleet—USS *Boxer* (CV 21) and USS *Valley Forge* (CV 45) unless a reassignment is made.

The reduction order also closes the remaining Navy air facilities in the Philippines, Okinawa and Aleutians, decommissions one of the two Navy air stations on Guam and inactivates or places in a maintenance status four of the five naval air bases in the Hawaiian Islands.

Increased emphasis on antisubmarine defense is indicated by the retention in active status of antisubmarine vessels.

Current plans are to reduce the Navy and Marine Corps by 29,500 officers and enlisted personnel, 24 ships, 418 planes and 12 naval air stations. (See detailed story on page 39.)

Ordnance Lab Dedicated

The Naval Ordnance Laboratory at White Oak, Md., was the scene of an impressive dedication ceremony when its new permanent administration and main laboratory building was officially opened. Several hundred guests attended the ceremony in the building's main auditorium. Later, thousands viewed scientific exhibits on the laboratory grounds.

Ground was first broken for a permanent ordnance laboratory at White Oak in 1945. There are now more than 60 permanent buildings and 34 temporary structures on the grounds. Nine more permanent buildings are under construction, and additional dedication ceremonies will be held as they reach completion. The cornerstone for the group just completed was laid on 15 Aug 1946.

The central unit last finished consists of five buildings comprising a rectangle with a fifth wing at the back, appearing to be one unit. The front wing is devoted to administrative offices, and the other three wings in the square contain workshops and laboratories.

← The Navy in Pictures

TURKEYS are loaded aboard USS *Chicot* for shipment to Guam as part of the Navy's plan to revitalize the island's livestock (top right). Top left: Six EMs from NAS Squantum who received NavCad appointments standby to take off for Pensacola, Fla., 'The Annapolis of the Air.' Center left: Wave recruits muster for class at Great Lakes, Ill. Lower left: Takoma Reservists, part of 13th ND, make their contribution to the March of Dimes Fund. Lower right: Chief Victor B. Mikolewicz, of NavSta Treasure Island built a new stand for a Market Street newspaper vendor after an old one was destroyed by vandals.

YESTERDAY'S NAVY

Navy civil engineer R. E. Peary reached North Pole on 6 Apr 1909. American and Philippine forces surrendered to Japanese at Bataan on 9 Apr 1942. Navy Department established by Act of Congress on 30 Apr 1798.

APRIL 1949

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30



BOW MISSING, the destroyer USS *Ozbourn* journeyed from Japan to Pearl Harbor following a collision with USS *Chandler* during night maneuvers.

Navy Aid to Snowbound

In areas where the only "ships" ever to operate were prairie schooners, the Navy made its presence felt during the winter months by assistance to stricken Indian tribes, and ranchers and cattle on snowbound western plains of the United States.

Navy and Marine planes from naval air stations at San Diego, Miramar, Alameda and El Toro, Calif., supplied tons of food and medicine to Navajos, Hopis and ranchers, and hay for herds, in northeastern Arizona. Operating from NAS Litchfield Park, near Phoenix, Ariz., R4Ds and R5Ds covered a 15,000 square mile sector bounded on the north by Utah and on the south by Flagstaff, Ariz., and Gallup, N. M.

As they started functioning early in February, planes were kept in action 12 flying-hours per day.

In the meantime a huge Navy mobile radio station from Omaha, hauled by a 10-ton auto car and preceded by snowplow, was made available to the 5th Army Command and sent to Ainsworth, Neb. With a 500-watt transmitter capable of a 1,000 mile range and receiving equipment, the 16-ton giant provides living quarters for its naval operating personnel.

Part of the equipment consists of two 35-watt transmitters, sent by truck to Elgin and O'Neill, Neb., and 15 portable walkie-talkie sets for sending and receiving up to about two miles.

NASs Denver, Colo. and Minneapolis, Minn., sent "snow-gos"—rotary snow plows—to Lusk and Cheyenne, Wyo., respectively, and the Naval Ammunition Depot at Hastings, Neb., made available seven bulldozers and other automotive equipment to Nebraska's military district.

Maintaining close cooperation with Army, Air Force and civilian authorities, the Navy also provided one of the main support fields for Operation Haylift at its advance fleet base at Fallon, Neb. There the complement of one officer and 25 enlisted men provided facilities for housing and feeding of 400 men of the Air Force, and supplied gasoline for planes and cigarettes for crews.

Atomic Power for Ships

An experimental nuclear reactor to meet requirements provided by BuShips for propulsion of naval vessels is to be developed by a commercial firm under terms of a letter contract announced by the Chicago operations office of the Atomic Energy Commission.

Work under the contract will be carried on in cooperation with a major center of AEC's reactor development program, which will supervise design, development and engineering of the new reactor. Problems have been assigned in detailed engineering, construction and operation, along with possible research and development activity.

For some years past the problem of atomic power for ships has received attention from the Navy, its investigations of nuclear propulsion of submarines having led to valuable data utilized in A-bomb manufacture. Training of operators at the Oak Ridge plant was done by personnel provided in the main by the Naval Research Laboratory.

Flag Rank Orders

Flag rank orders for last month:

Admiral Henry K. Hewitt, USN, representative of CNO on Military Staff Committee, Security Council, United Nations, retired 1 March.

Vice Admiral Earle W. Mills, USN, EXOS, retired 1 March.

Rear Admiral Thomas P. Wynkoop, USN, Commander, Naval Shipyard, Long Beach, Calif., retired 1 March.

Rear Admiral David H. Clark, USN, Commander, Naval Shipyard, Norfolk, Va., ordered as Chief, BuShips.



RELIEF mission is flown by Navy planes and personnel in emergency delivery of food and hay to sections of Arizona marooned by the weather.

New Band Uniform

The U. S. Navy Band has a new full dress uniform. The new uniform is considerably different from the old full dress attire which had not been worn since 1940.

Designed by a committee of band members working with BuPers officials, the new smart-looking uniform will be worn by the band on formal occasions. The anchor-lyre device was removed from the loop of the cuff, raised to the upper arm and the letters USN added. A double loop gold stripe was added on the lower sleeves and a miniature anchor-lyre in metal substituted for the CPO cap device. The trousers feature a wide gold braid stripe running the length of the outer seams.

The Navy Band, long considered one of the finest musical aggregations in the nation, is now one of the best dressed.



NEW UNIFORM of the U. S. Navy Band, worn for first time during President's Inauguration, was designed by band members working with BuPers officials.

Air-Conditioned Cruiser

Most completely air-conditioned fighting ship in the Navy is USS *Newport News*, 17,000-ton heavy cruiser commissioned late in January at the city of its name.

The vessel, armed with completely automatic rapid-firing 8-inch guns and powerful secondary and anti-aircraft batteries, is a sister ship of USS *Des Moines*, commissioned in November, 1948, and USS *Salem*, scheduled for completion this summer.

No mere luxury, air-conditioning—a feature not included in *Des Moines*—is expected to add signally to the fighting efficiency of the ship's 1850 officers and men. The Navy predicts it will prove a "decisive advantage in action with an enemy fatigued and of lower alertness because of heat exhaustion."

Only areas in *Newport News* not air-cooled will be machinery spaces.

After 63 years of building more than 120 combat vessels for the Navy, residents of Newport News turned out several thousand strong to honor the first of these ships named for their city. An earlier *Newport News*, World War I prize converted to a cargo ship, was built in 1903 in Flensburg, Germany. She was a far cry from the powerhouse of today.



NEWEST heavy cruiser to join fleet, USS *Newport News* was commissioned in Newport News, Va., on 29 January. At left is zippered carrier *Bennington*.

Mine Force Group to Meet

A unique organization will hold its quarterly meeting this month when the North Sea Mine Force Association convenes in New York City. Founded after World War I, the group is made up of men from bases and ships composing the mine force of the Atlantic Fleet, 1918-19.

After laying down the barrier of explosives which choked off the threat of the Kaiser's U-boats 30 years ago, personnel of the force formed a group which has incorporated itself and held meetings throughout the years. Last October over 300 members and wives attended its seventh annual reunion.

A quarterly journal, *North Sea Mine Barrage*, is devoted to informing association men and carrying on a membership drive which has continued over three decades. Members who have lost touch with the group or who wish to join should contact the executive secretary, George W. Kennedy, at 16 Court St., Brooklyn 2, N.Y.



ELECTRONIC time division multiplex units make possible simultaneous transmission of four teletype messages over a single radio frequency channel.

Acoustical Laboratory

Want to hear a pin drop—a small pin—even while it's thundering outside? The U.S. Naval Engineering Experiment Station at Annapolis, Md., has a building where you could do that if your hearing is normal.

The building—one of the largest and most complete acoustical laboratories in the world—was designed for study of noise and vibration problems.

Noises with which the Navy is concerned originate in machinery. The new acoustical laboratory is specially designed and constructed to permit evaluation of these noises in completely sound-isolated rooms. The rooms are designed in such a way that machinery may be studied by individual components or by complete machines up to full-scale propelling units.

The building rests on 80-foot steel piling that conducts sound waves deep into the ground instead of allowing them to travel through surface soil to other portions of the building. Test rooms are surrounded by concrete walls up to 16 inches in thickness. They are lined with an additional special sound-absorbing material. Also included is a large tank, likewise lined.

Flag Men Get Around

Among the most seasoned travelers in the world today are the 150-odd men who compose the flag of Vice Admiral Forrest E. Sherman's Sixth Task Fleet. This fleet which claims the Mediterranean as its stamping grounds has a complete turnover of ships quarterly, but the officers and men attached to the flag merely move over to the new flagship and remain in the same area.

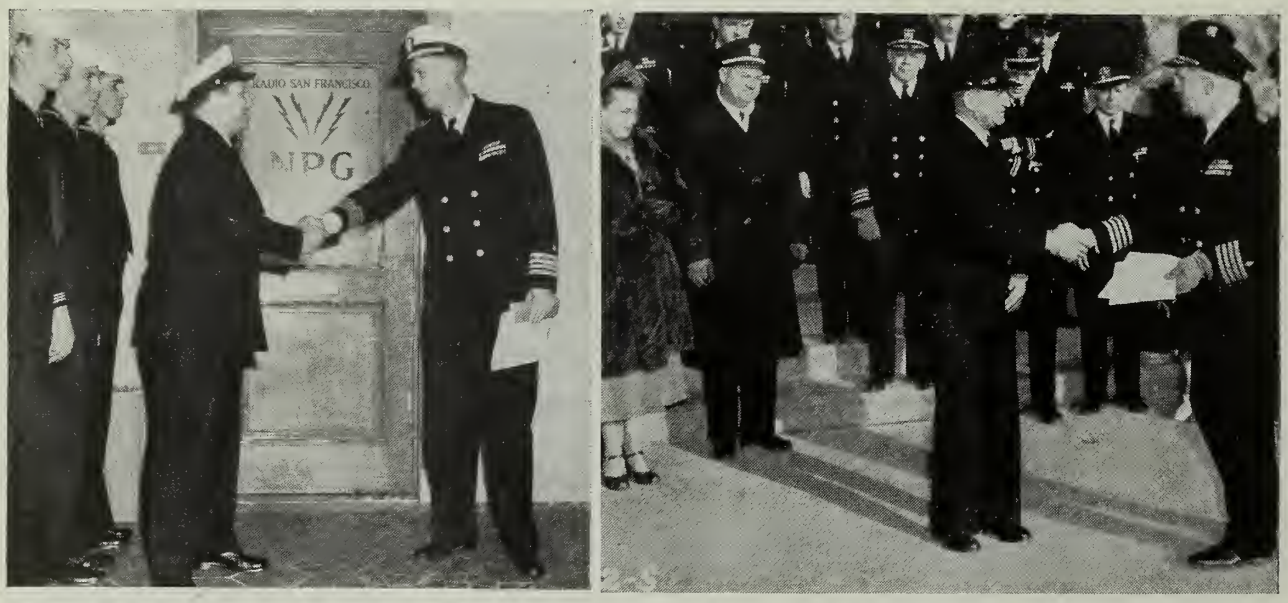
Many of them have been in the Sixth Fleet for over two years and are as much at home in Naples, Nice, Marseille, Istanbul and numerous other ports as they would be in their own home town.

Whenever Sixth Fleet sends out a request for replacements, the volunteers are always many times over the number of men required.

Several of the men have married here and many like the duty so much that they remain with the flag long after they are due for stateside duty. It is not unusual to see a few wives waving from the docks as a flagship pulls into a port like Naples or Marseille.

Many of the men take their annual leave in the Mediterranean—usually in such ports as Naples, Nice and Venice.

Sailors attached to the various ships have commented on the fact that they rarely see a flag man when they are on liberty and the reason usually is that the flag man is at the home of some local citizen. Many visits to



CONGRATULATIONS are extended to Chief James Kamitses (left) on retirement after 20 years by CAPT G. K. Carmichael, USN. Right: Kenneth I. LaBissionere, HMC, receives transfer to Fleet Reserve from CAPT W. W. Hall, MC, USN.



RECRUITS Robert Zimmerman, 5'½", and Frank Links, 6'5½", can finally see eye to eye at NTC Great Lakes.

the area has given him time to pick his favorite haunts whereas the shipboard sailor must first find his way around.

An example of how flag men get around was noted by the mailman of a cruiser, who delivered to a flag chief letters from five different countries in one day, and all in feminine hand.—I. Susson, YN1, USN.

New Chief of BuShips

Rear Admiral David H. Clark, USN, is the new Chief of the Bureau of Ships. He succeeded Vice Admiral Earle W. Mills, USN, chief of the bureau since November 1946, who retired after 31 years of naval service.



RADM Clark

Admiral Clark has been serving as commander of the Norfolk Naval Shipyard at Portsmouth, Va., since February, 1947.

During World War II he was awarded the Legion of Merit for his services as assistant fleet maintenance officer of the Pacific Fleet. Later he served at the Navy Yard in Boston, Mass., and as commanding officer and director of the Naval Engineering Experiment Station at Annapolis, Md.

Special Navy Band Broadcasts

The U. S. Navy Band is broadcasting a series of one-half hour programs of special music over the American Broadcasting Company network.

The programs are aired each Saturday afternoon at 1330, EST. Presented by the Navy in conjunction with ABC, the programs consist of music designed to appeal to all ages. Each week a prominent Navy personality acts as host and occasionally guest stars perform with the Band.

The broadcasts originate in the Sail Loft of the U. S. Naval Gun Factory, Washington, D.C.

Mars Sets New Record

The Navy's giant *Marshall Mars* set a new American record for passengers aboard a seaplane when 162 persons, including nine crew members, flew from NAS Alameda to San Diego.

The passenger load was seven short of equalling the world mark set in 1929 when the 12-engine German flying boat DO-X made an hour's test flight with 169 persons aboard.

The big Navy plane, grossing 145,200 pounds, left the water after a run of 3,500 feet. Weight of gear and equipment carried by passengers and crew totalled 3,825 pounds.

Passengers, 153 in number, were members of Air Group 15 attached to USS *Boxer* (CV 21) who joined their ship for fleet operations. Previously Mars planes had carried as many as 130 persons, once flying 100 stretcher patients home from the Pacific during the War.

Night-Flying 'Copter

A Navy helicopter, equipped with white lights on the tips of its rotor blades and a powerful searchlight, made a night demonstration flight at the Naval Air Station, Anacostia, D.C.

The demonstration, approximately one hour in length, impressed observers watching from the ground. White lights on the tips of the three rotor blades blended into a continuous circle, outlining the danger area created by the blades. The landing light brilliantly illuminated the area beneath the 'copter, proving its value in landings and for night rescue work.

Wiring for the blade-tip lights is contained inside the blades. Washington D.C., newspapers carried an item on the eve of the flight, warning the public not to believe the strange-appearing aircraft a "flying saucer."

QUIZ AWEIGH

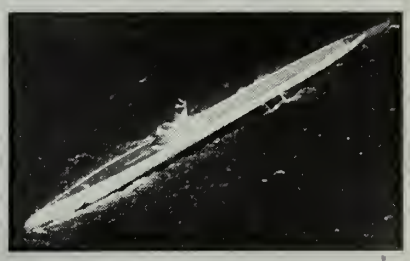
It's up anchor and aweigh again for *USS Quiz Aweigh*. This month we're sailing through a sea of questions dealing with things in the air, on the surface and underwater.



(1) Sunk at Pearl Harbor the above cruiser minelayer returned to fight again, her name (a) *Kermit Roosevelt* (b) *Hooper Island* (c) *Oglala*.
(2) Converted after Pearl Harbor to an auxiliary she served through the remainder of the war as (a) repair ship (b) cruiser (c) attack transport.



(3) This weird looking apparatus is called (a) Bat (b) Gorgan (c) Fish.
(4) Now a full-fledged service weapon it is operated by (a) radar (b) sonar (c) loran.



(5) Pictured above is *USS Pomodon*, one of Navy's improved fleet-type (a) Guppy (b) Minnow (c) Gunnel.
(6) Submarines similar to *Pomodon* have been equipped with an under-water breathing device called (a) Snorkel (b) Nosegay (c) Snouter.

ANSWERS ON PAGE 53

THE BULLETIN BOARD

Important Changes in Navy Uniform Regulations Approved by SecNav

Several important changes to U.S. Navy Uniform Regulations have been approved by the Secretary of the Navy, including authority for chief petty officers and stewards to wear rating badges on khaki cotton shirts.

Copies of the detailed changes will be distributed at an early date. Listed below are the major changes.

• A new khaki lightweight raincoat has been approved for officers, chief petty officers and stewards. It will be available about June 1949, and can be worn with the khaki and white uniforms as an optional item.

• In order to further standardize officers' and chief petty officers' uniform regulations, the designation of titles for chief petty officers' uniforms have been changed to agree with those used for officers' uniforms.

In line with the change in designation of khaki uniforms and to further reduce the combination of items which have been permitted with various uniforms, the following will apply:

• Only brown shoes and brown or khaki socks are authorized for wear with Service Dress, Khaki, Working Khaki and the Khaki Tropical Uniform by officers, chief petty officers and stewards, and with the Aviation Winter Working Uniform by officers and chief petty officers authorized to wear it.

• Only white shoes and socks are authorized for wear with the White Tropical Uniform by officers, chief petty officers and stewards.

• Only white or natural socks are authorized for wear with white uniforms by enlisted men other than chief petty officers and stewards.

Other changes are:

• Provision is included for officers, chief petty officers and stewards to wear shirts made of tropical fabrics with Service Dress, Khaki, as an optional item.

• A rating badge consisting of silver eagle and specialty mark with blue chevrons has been approved for chief petty officers and chief stewards for wear on Service Dress, Khaki *only*.

• Provision has been included for chief petty officers and stewards to wear a rating badge consisting of blue eagle, specialty mark and chevrons on the khaki cotton shirt, inasmuch as a coat will not normally be worn with the Khaki Working Uniform.

Chapter XII (Decorations, Medals and Badges) of the Regulations has been revised to include instructions relative to appurtenances to be worn on the suspension ribbons of large and miniature medals and the manner in which medals shall be worn when such are authorized. The following are the principal changes made in this chapter:

• Stars and letters to be worn on suspension ribbons of medals and service ribbons have been standardized as follows:

	Ribbon of Miniature Medal:	*Ribbon of large medals and on service ribbons:*
Gold stars	1/8"	5/16"
Silver stars	1/8"	5/16"
Bronze stars	1/8"	3/16"
Bronze "V"	1/8"	1/4"
Bronze "A"	1/8"	1/4"
Silver "W"	1/8"	1/4"
Maltese Cross	1/8"	3/16"

• Service ribbons will be worn in 3/8" lengths instead of 1/2" as heretofore. This length is optional until 1 Oct 1951, after which date it becomes mandatory. Either 1/2" or 3/8" lengths may be worn during optional period but not a mixture.

• Provisions are included for the wearing of the Presidential Unit Citation Ribbon, Distinguished Unit Emblem, Navy Unit Commendation Ribbon, when medals are worn. Basically, only one may be worn and it shall be worn on the right breast. They will not be worn with miniature medals.

• Expert Riflemen and Expert Pistol Shot Medal ribbons will be removed from the uniform if the individual fails to re-qualify within four years from date of previous qualification.

• Provision is included for Aviation Cadets to wear shoulder marks on Service Dress, Khaki instead of the anchor insignia previously worn on the lapels of the coat.

• The designation of uniform tables for women officer and enlisted personnel have been modified to prescribe the wearing of white gloves with Service Dress, Blue, B, and to prescribe the wearing of white gloves with Service Dress, Blue, A, on formal or social occasions.

A new chapter XI of Uniform Regulations has been approved, containing regulations for Reserve officer candidates, a new category of officer trainees.

Hornet Personnel Reunion Planned for April or May

A Washington, D. C., reunion of all men attached to USS *Hornet* (CV 12) is scheduled for the last weekend in April or the first in May. Plans for a full day of entertainment with plenty of time for renewing acquaintances and swapping sea stories are being worked out by a committee under Captain Cliff H. Duerfeldt, USN, Executive officer of the ship from its commissioning until October 1944.

Arrangements are under way to provide Navy quarters for male personnel who want them, and hotel accommodations can be secured through the committee. For further information, *Hornet* "alumni" should write to Captain Duerfeldt, Telegraph Road, Alexandria, Va.

Data Listed for Reporting Of Hospitalized Officers

Procedure regarding reporting of hospitalized officers, and their detachment and replacement, is the subject of BuPers Circ. Ltr. 17-49 (NDB, 31 Jan 1949). The Bureau of Naval Personnel, which hereafter will issue all orders detaching commissioned and warrant officers requiring hospitalization from their permanent duty ship or station, desires prompt and accurate information submitted by all COs on cases falling under the directive.

Smaller Budget Will Force Navy to Reduce Number of Ships and Personnel

By 30 June 1949 the Navy and Marine Corps will be smaller by 29,500 personnel, 24 ships, 418 planes from its operating force, and 12 naval air stations.

The major reduction in size is planned to enable the Navy to stay within its budget for the 1950 fiscal year, which begins on 1 July.

At the same time, the 1950 plans call for concentration on antisubmarine readiness. While other vessels will be inactivated, 10 DDEs, one CVL and 14 smaller vessels will be reactivated and recommissioned.

Personnel reductions are scheduled as follows:

- From 371,700 present enlisted personnel of the Regular Navy to 350,000, a reduction of 21,700.
- From 76,500 Regular Marine Corps enlisted personnel to 69,895, a reduction of 6,605.
- A total of 1,195 Navy and Marine Corps officers to be taken from the active duty rolls.

In regard to reductions in number of ships, the active fleet will be reduced from 755 vessels to a total strength of 731.

Of the principal combatant types, eight attack carriers will take the place of the 11 now in operation. Destroyers will be increased, from 146 now to 170 during the 1950 fiscal year. Number of submarines will be increased by two.

Of the ships to be inactivated, three are attack carriers, nine are light cruisers and three are antiaircraft cruisers.

These ships are:

- USS *Princeton* (CV 37), USS *Antietam* (CV 36) and USS *Tarawa* (CV 40).
- USS *Providence* (CL 82), USS *Little Rock* (CL 92), USS *Huntington* (CL 107), USS *Portsmouth* (CL 102), USS *Dayton* (CL 105), USS *Astoria* (CL 90), USS *Topeka* (CL 67), USS *Duluth* (CL 87) and USS *Atlanta* (CL 104).
- USS *Fresno* (CLAA 121), USS *Oakland* (CLAA 95) and USS *Tucson* (CLAA 98).

Of these ships, three had already been ordered to the Reserve Fleet for inactivation by the time Secretary of the Navy John L. Sullivan announced the reductions in a letter to the chairmen of the Senate and House Armed Services and Appropriations committees.

Smaller ships to be inactivated include 31 amphibious types, five patrol craft, four destroyer minesweepers, and 17 auxiliary and small amphibious vessels.

In all, 72 vessels of the fleet are to be inactivated.

Ships still on the building ways will be added to the fleet as planned. These vessels include USS *Oriskany* (CV 34), USS *Salem* (CA 139), USS *Roanoke* (CL 145), USS *Epperson* (DDE 719), USS *Basilone* (DDE 824), USS *Carpenter* (DDK 825) and USS *Robert A. Owens,* (DDK 827).

Operating planes of the aviation arm will be reduced from 8,183 to 7,765.

Navy air stations and facilities to be inactivated are located at Naha, Okinawa; Adak, Aleutian Islands; Orote, Guam; Sangley Point, P.I.; Honolulu, Hawaii; El Centro, Calif.; Santa Ana, Calif. and Weymouth, Mass. Also to be inactivated is the Marine Corps air station at Ewa, Oahu.

Three naval air stations are to be placed in a maintenance status: Barbers Point, Oahu; Pearl Harbor, Hawaii; and Glynco, Ga. The NAS at Seattle, Wash., will be converted to a Naval Reserve station except for alteration and repair facilities to be used by the Regular forces.

"With respect to other-than-air shore station for fleet support," the Secretary's letter said, "detailed surveys are now being conducted to determine where reductions necessitated by fiscal year 1950 plans can be made in the Navy's shore establishment with the least detriment to over-all fleet support. Final determination of specific program of shore station reductions awaits the outcome of these surveys."

Balloons Launched by CVL For Upper Air Research

In Operation Skyhook, conducted in Caribbean waters, the aircraft carrier USS *Saipan* (CVL 48) served as a floating base for new upper air research.

Plastic single-cell balloons 70 feet in diameter, capable of carrying 70 pounds of research instruments, were launched from the flight deck. Emulsion plates will be used to record cosmic radiation at altitudes approaching 20 miles. Instruments were waterproof and equipped with flotation gear to keep them afloat after release. *Saipan* had helicopters and boats at hand for recovery of the instruments.

Retirement Benefits Emphasized in New Bill

Retirement benefits for officers and enlisted men are emphasized in recommendations prepared by Secretary of Defense Forrestal after reviewing the report of the Advisory Commission on Service Pay.

The draft of the new bill for the revision of service pay, including modifications proposed by Secretary Forrestal, now is under consideration by the Bureau of the Budget and later will be considered by Congress. Therefore it is assumed that the bill as now written is by no means in its final form.

A major feature of the Secretary's recommendation is that no retirement benefits now existing are removed under the new bill for enlisted men who are in service on the day the new pay bill is enacted into law.

The Secretary of Defense also urged modification of provisions regarding retirement of officers with 20 or more but less than 25 years of continuous active service.

To eliminate an inequity which may diminish the present expectancies of these persons now in the service, the Secretary recommended they be given a choice of retirement under:

- One of the options recommended by the Commission with benefits under the selected plan by using the pay scales proposed by the Hook Commission.
- Retirement benefits provided under present law and computed by using present pay rates—but not to exceed the pay rates in effect at the time of retirement.

Marines Are Assigned To Security Forces At Shore Activities

Employment of Marine security forces assigned shore activities of the Navy is standardized and clarified by a CNO letter dated 14 Oct 1948 (NDB, 15 Dec 1948).

Marine Corps personnel will be assigned to naval shore activities in adequate numbers, the letter states, to provide local internal security where this security cannot be furnished adequately or appropriately by civilian guards. The Marine security force so assigned will perform routine guard duty commensurate with its strength and military character. Normally, Marine security forces will be assigned only to activities predominantly military in character and will perform only military-type duties which directly affect the internal security of the station.

These duties are defined by the letter as including the following:

- Wardens, guards and drill instructors at naval disciplinary barracks and retraining commands.
- Sentries and patrols over highly explosive or combustible material of a military nature at stations to which Marine security forces have been assigned for internal security.



Sea Hawk, Tacoma

'Have you been lying to your folks again?'

- Sentries and patrols over materials having a secret or confidential classification and over buildings containing such materials.
- Sentries and patrols at essential entrances and exits and for security of the boundaries of the station.
- Security and operation of brigs located at posts and stations to which Marine security forces have been assigned for internal security.

Marine security force members may also be assigned general administration duty of a nonsupervisory nature at station activities shared by the entire complement. The number of Marines detailed to this duty should be in proportion to the total number of Marines assigned to the station. Duties of civil service personnel in regard to internal security are also defined.

Priority of assignments where Marine personnel available to a district or area commander are not sufficient for covering all stations is given as follows:

Priority 1—Security guards at naval disciplinary barracks and retraining commands.

Priority 2—Security for explosive hazards.

Priority 3—Security for classified material or operations.

Priority 4—Security at isolated stations where civilian personnel are not available.

Rules governing the employment of Marines as orderly-chauffeurs from within the established District or area security force ceiling are also given:

Two Marines may be employed as orderly-chauffeurs by commandants of naval districts and river commands, commanders of sea frontiers, overseas area commanders and the Chief of Naval Air Training.

The president of the Naval War College and flag rank commanders of shore activities who exercise immediate military command over security forces are authorized to employ one Marine as orderly-chauffeur.

Will Army, Air Force Be Wearing Navy Skivvies?

Some 400 items of clothing and other personal equipment used by the armed forces are being considered for standardization by a board of three top-ranking officers of the service branches.

Although studies are being made of the materials used in uniforms, insignia and other items of clothing which distinguish between the services, no attempt will be made to standardize this gear.

On display at the Army Quartermaster Depot near Alexandria, Va., the exhibit includes such items as undershirts, belts, work uniforms and caps, boots and shoes, stockings and socks, flying equipment, goggles, nurses ward uniforms and a wide variety of other clothing and equipment.

The committee must consider these points:

- Whether there is a valid reason for differences between items of the same category. The type of combat use to which the gear is put will weigh heavily in this consideration.
- Whether industry is able to produce sufficient quantities of a standardized item to supply requirements.

A number of items were announced as being acceptable for standardization by the committee, such as Arctic mittens, cotton drawers, flight face masks and summer flying suits.

Next to be considered are other categories of equipment such as furniture and kitchen equipment, refrigeration machinery, electrical apparatus, leather products and office machinery.

Serving on the committee with the Navy's representative, Vice Admiral William M. Fechteler, USN, Deputy CNO (Personnel) are the commanding general of the Army Field Forces and the Air Force Deputy Chief of Staff for Materiel.

MarCor Air Service Unit Tested for More Mobility

Second Marine Aircraft Wing, stationed at Cherry Point, N.C., is trying a new idea—a newly formed "Marine Wing Service Group."

The new unit—Marine Wing Service Group 2 (provisional)—is primarily a service and supply unit for the Marine air groups operating in the Second Marine Aircraft Wing.

Marine Wing Service Group squadrons will provide tower control, field lighting, aerology service, crash crews, camp equipment and post exchange services for the supported groups. New recruits will begin their careers in the service group and each month the outstanding men will be transferred to an operating group.

Purpose of the innovation is to give operating groups more mobility.

Navy to Share in Joint Use Of Recruiting Facilities In New Coordination Move

Navy recruiters in many locations will be working side-by-side with Army and Air Force representatives in a new coordination move calling for joint use of recruiting facilities.

Committees representing the three services agreed to coordination in several phases of recruiting. Their recommendations were approved by the Secretary of Defense.

These recruiting facilities and services will be coordinated wherever possible throughout the national military establishment:

- Consolidation of medical examining facilities where recruiting offices of more than one service are convenient to each other.
- Joint use of installations for lodging and subsistence of applicants for enlistment if local conditions permit.
- If practicable, the services will use office space jointly, thus employing rent-free space to the maximum.
- Administrative forms used to process applicants for enlistment will be standardized and simplified.
- Laundries, maintenance of motor vehicles and other armed forces facilities will be made available to all recruiting stations without regard to their branch of service.

Marine Amphib Operations Described in New Booklet

A new booklet on sale at the U. S. Government Printing Office, Washington, D.C., vividly portrays World War II Marine operations at Bougainville and in the northern Solomons.

The monograph, entitled *Bougainville and the Northern Solomons*, contains 166 pages, attractively illustrated and bound. It covers five months of amphibious operations, closely packed with hard-hitting action.

In a foreword to the book, General Clifton B. Cates, Commandant of the Marine Corps says, "In all the past history of the Corps, whether it be Nicaragua, Haiti, or Guadalcanal, it is improbable that Marine units ever faced and defeated such an implacable combination of terrain and hostile opposition. It is a narrative not only of Marines against the Japanese, but of Marines against the jungle," he stated.

Coed Hospital Corps Schools Now Operated by the Navy

The Navy is now operating its first coeducational Hospital Corps schools—one at Great Lakes, Ill., and one at San Diego, Calif.

A select group of 28 women have been assigned to the schools, which had been strictly male heretofore. Waves attended a separate school to prepare them for the duties of hospital corpsmen during World War II.

Women are receiving the same training as male naval personnel in the two schools. The curriculum consists of a 12-week course in the fundamentals of pharmacy and chemistry, laboratory technique, ward management, operating room procedure, medical equipment, first aid and minor surgery. Waves will be assigned to naval hospitals after graduation for further instruction, preparing them for duty in many naval medical activities.

Promotion to all rates and ranks will be on equal footing with men in the Hospital Corps.

Six-Story Glass Building Houses Navy Repair Shops

Departing from conventional designs, the Navy has built a six-story glass Ordnance and Optical Shop building at Hunter's Point Naval Shipyard near San Francisco, Calif. The building is the only structure of its kind in the world.

The structure contains over two acres of external glass and is equipped with the latest design instruments and tools for servicing shipboard optical and ordnance equipment. Ordnance repair work, one of the shop's main functions, can be carried out here with revolutionary speed and efficiency, due partly to the high degree of luminosity permitted by the glass walls. The building also has a 42-foot escalator, which is believed to be the tallest in industrial use anywhere in the world. Massive cranes have been installed in the shop that are capable of handling with ease the largest periscopes and range finders.

The structure was a little over two years under construction and cost $2,500,000. The building is not a rock-slinger's Utopia either; it's entirely stone-proofed.

New Regulations Established Limit Number of Dependents Allowed Certain Enlistees

New regulations regarding the number of dependents permitted for men enlisting and reenlisting have been established and put into effect.

Under the new ruling the maximum numbers of dependents are as follows:

- Recruits having no prior service in any branch of the armed Forces may not have any dependents.
- First enlistments by personnel who served previously in another branch of the Armed Forces or in the peacetime Naval Reserve, and—
- Broken-service reenlistments by personnel who previously served in the Navy but remained separated for more than three months are governed by the following requirements—

No dependents are permitted in the case of men eligible to enlist in pay grades 5, 6 or 7.

As many as three dependents are permitted in the case of men eligible to enlist in pay grades 1, 2, 3 or 4.

- Continuous-service reenlistments are not restricted due to number of dependents.

The new ruling replaces one that was based on the age of recruits. Under the former regulation, men more than 21 years of age could have three dependents; those between 19 and 21, one dependent; and those 17 and 18 years of age, none. The requirements were identical for all enlistees.

San Lorenzo Village Purchases Famous Seabee-Built Church

Residents of a small California town—San Lorenzo Village—receive a constant reminder of the Navy's interest in community affairs each time they pass its newest church. The edifice is a combination of three quonset huts originally constructed by Seabees and used as a chapel at the Navy's Camp Parks.

The building was purchased from the Navy by trustees of the San Lorenzo Community church. It was dismantled, hauled from its Camp Parks site to San Lorenzo Village where it was reassembled. It had won national recognition for its unique features, including use of salmon red brick, blue glass, redwood and acoustical tile.

Stricter Policy on Disloyalty Applies to Both Regular and Reserve Personnel

Personnel whose loyalty to the United States is in doubt by reason of questionable conduct or their association with any one or more of various inimical groups may be separated from the Navy or rejected upon application for commission, enlistment or reenlistment.

In more serious cases, personnel may be brought before a court-martial for trial.

The tightening down on possible disloyalty within the armed forces carries out principles of closer control previously ordered by the President for the federal government.

The new Navy policy is all-inclusive, covering officer and enlisted personnel on active, inactive or retired status in the Navy, Marine Corps and their Reserve components. Administrative details and standards are listed in a SecNav letter dated 10 Jan 1949 and BuPers Circ. Ltr. 4-49 (both in NDB, 15 Jan 1949).

An enclosure to the BuPers letter lists various foreign and domestic groups—in which membership, affiliation or sympathetic association may result in investigation. (See adjoining list.)

The list, prepared by the Attorney General, contains various groups which:

- Are totalitarian, fascist, communist or subversive.
- Advocate or approve the commission of acts of force or violence to deny persons their rights under the U.S. constitution.
- Seek to alter the U.S. government by unconstitutional means.

Detailed standards of conduct or association constituting grounds for separation or rejection are contained in the SecNav directive.

While investigations are to be conducted only by the Office of Naval Intelligence or a representative of the Navy Department, the Secretary of the Navy has directed every member of the naval service to report to his commanding officer or to an ONI representative any activity of a disloyal nature observed among other members of the naval, military or governmental service.

A careful review of intelligence reports, statements and interrogatories from ONI and other official sources will be made as to whether the association or conduct of the person affords grounds for court-martial.

Opportunity will be granted to any person not being tried by court-martial but who is under consideration for administrative separation to appear in person with legal counsel before a local board of officers senior to him for presentation of any cause as to why he should not be separated.

In weighing derogatory information, the board will take into consideration:

- Factors regarding how recently the pertinent matters took place.
- Relative seriousness and attendant circumstances.
- Whether the information is relevant to the allegations in issue.

Evidence of membership or participation alone in a proscribed organization is not to be considered of itself as conclusively establishing disloyalty. Despite such membership, the individual may be judged not disloyal. In general, membership will be considered but a determination of disloyalty will be made upon the entire record in the case.

The directives point out that the board hearings are not trials or adjudications. Their sole purpose is to obtain an unbiased opinion of two or more persons as to existence of grounds of doubt regarding loyalty of the person being heard.

Statements of loyalty will not be required of individuals until they come up for appointment, reappointment, enlistment or reenlistment. In cases where persons misrepresent, conceal or fail to divulge fully all the details of conduct or association which might be deemed of a disloyal nature, disciplinary or other action may be taken.

Applicants for enlistment, reenlistment. appointment and reappointment will be given:

- A list of organizations, associations, movements, groups or combinations of persons which have been specifically and publicly designated by the Attorney General or by the secretaries of the armed forces as being inimical to national, state or civilian welfare. The applicant will be required to initial the list to indicate his familiarity with it.
- A copy of loyalty standards as set forth in the SecNav letter.
- A certificate that the applicant has read both the list and the standards, and that details of conduct or association contravening the standards and details of present or past association with any of the named organizations are fully set forth.

Discovery of fraudulent certifica-

16-Star American Flag Given to Naval Museum

A 16-star, 13-stripe flag, made between 1796 and 1802, has been presented to the United States Naval Museum at the Naval Academy, Annapolis, Md.

The flag measures seven feet 10½ inches by three feet, is made of imported English bunting, and displays a fine example of needlecraft. The hand sewn flag contains perfectly-formed stars and is in a fine state of preservation.

One of the outstanding features of the flag is the number of stars and stripes. At the time of its manufacture, the official U. S. flag carried 15 stripes and 15 stars. The present policy of 13 stripes and one star for each state was adopted in 1818.

Presentation was made by Miss A. Louise Allen, in whose family the flag remained for at least five generations.

Seabee Reserve Force Planned Of 75,000 Construction Men

The Navy has opened a drive to obtain 75,000 experienced construction men as a standby reserve Seabee force.

Veterans enlisting in the organization will receive their highest wartime rating, plus credit for postwar construction experience. Non-veterans, too, will receive credit for civilian experience.

Recruits are enrolled in the inactive Volunteer program for call to active duty in the event of a national emergency. They do not receive pay except when they volunteer and are accepted for two weeks' annual training duty. They may, however, take part in nonpay meetings conducted in 250 cities by volunteer Seabee reserve units.

Fourteen Navy rates, including approximately 60 different construction trades are included in the Seabee organization.

tion after enlistment or appointment will result in drastic procedures authorized by law or by measures set forth in the directives.

A written notice will be addressed to each individual suspected of disloyal conduct or associations.

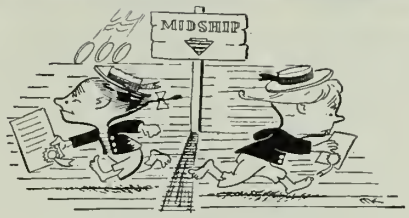
This notice will inform the individual:

- That he may submit a resignation (if an officer) or agree to accept discharge (if enlisted) from the naval service. The notice will indicate the character of discharge which authority would be requested to execute. The character of each separation will be determined upon the circumstances, but it is considered that in the usual situation an officer might be permitted to resign for the good of the service (with consequent discharge under conditions other than honorable) and an enlisted man might be permitted to accept discharge as undesirable.
- If a hearing is desired, a board has been convened for the purpose. The letter gives other details of the board, including a list of members and procedures for challenging the membership.
- The convening authority should be notified if a hearing is desired, and other related details.
- Time and place of the hearing, together with procedure for requesting postponement to obtain evidence and to prepare his case.
- Purpose of the hearing, pointing out that it is not a trial but is merely to obtain an opinion as to whether there is reasonable ground to doubt his loyalty.

Totalitarian

Black Dragon Society
Central Japanese Association (Beikoku Chuo Nipponjin Kai)
Central Japanese Association of Southern California
Dai Nippon Butoku Kai (Military Virtue Society of Japan or Military Art Society of Japan)
Heimuska Kai, also known as Nokubei Meieki Cimusha Kai, Zaibei Nihonjin, Heiyaku Gimusha Kai, and Zaibei Heimusha Kai (Japanese Residing in America Military Conscripts Association)
Hinode Kai (Imperial Japanese Reservists)
Hinomaru Kai (Rising Sun Flag Society—a group of Japanese War Veterans)
Hokubei Zaigo Shoke Dan (North American Reserve Officers Assn
Japanese Association of America

WHAT'S IN A NAME



Midshipman

The title midshipman originally belonged to the youngsters on board the old sailing ships of the British Navy. Their primary duties included the carrying of orders from the officers to the crew.

Since the crew was quartered in the forecastle and the officers in the aftercastle, it was necessary for the lads to cross back and forth amidship several times a day. This repeated scampering over the middle part of the ship earned them the title of midshipmen and the nickname of "middie."

Both the British and the United States have considered midshipmen as officer students down through the years.

It is interesting to note that "middies," back in the early days, sometimes began their careers at the ripe old age of eight.

Today the title of midshipman is bestowed on undergraduates of the Naval Academy.

Japanese Overseas Central Society (Kaigai Dobo Chuo Kai)
Japanese Overseas Convention, Tokyo, Japan, 1940
Japanese Protective Association (Recruiting Organization)
Jikyoku Lin Kai (Current Affairs Association)
Kibei Seinen Kai (Association of U.S. Citizens of Japanese Ancestry who have returned to America after studying in Japan)
Nanka Teikoku Cunyudan (Imperial Military Friends Group or Southern California War Veterans)
Nichibei Kogyo Kaisha (The Great Fujii Theatre)
Northwest Japanese Association
Peace Movement of Ethiopia
Sakura Kai (Patriotic Society, or Cherry Association — composed of veterans of Russo-Japanese War)
Shinto Temples
Sokoku Kai (Fatherland Society)
Suiko Sha (Reserve Officers Association of Los Angeles)

Fascists

American Patriots, Inc.
Ausland-Organization der NSDAP, Overseas Branch of Nazi Party
Association of German Nationals (Reichsdeutschs Verainigung)
Central Organization of the German-American National Alliance (Deutsche-Amerikanische Einhaits-front)
Citizens Protective League
Dante Alighieri Society
Federation of Italian War Veterans in U.S.A. Inc. (Associazione Nazionale Conbattenti Italiani, Federazione degli Stati Uniti d' America)
Friends of the New Germany (Freunde des Neuen Deutschlands)
German-American Bund (Amerika-deutscher Volksbung)
German-American Republican League
German-American Vocational League (Deutsche-Amerikanische Berufsgemeinschaft)
Kyffhaeuser, also known as Kyffhaeuser League (Kyffhaeuser Bund), Kyffhaeuser Fellowship, (Kyffhaeuser Kameradschaft)
Kyffhaeuser War Relief (Kyffhaeuser Kriegshilfswerk)
Lictor Society (Italian Black Shirts)
Mario Morgantini Circle

Communist

Abraham Lincoln School, Chicago, Ill.
American League Against War and Fascism
American Association for Reconstruction in Yugoslavia, Inc.
American Committee for European Workers' Relief
American Committee for Protection of Foreign Born
American Committee for Yugoslav Relief, Inc.
American Council for a Democratic Greece
American Council on Soviet Relations
American Croatian Congress
American League for Peace and Democracy
American Peace Mobilization
American Polish Labor Council

Plastic to Replace Metal In Airplane Accessories

Metal accessories found in Mars planes are being replaced, where practicable, with plastic by technicians of Air Transport Squadron 2.

Crew name plates, life jacket hangers, signs and other interior items are being turned out in plastic to save weight and improve the appearance of the planes.

Molding and tooling equipment was built by E. Howlett, ADC, USN, who designed and manufactured the plastic pieces. Safety and utility remains utmost and is not sacrificed in the new process. The professional touch adds greater beauty to the planes.

American Russian Institute (of San Francisco)
American Slav Congress
American Youth Congress
American Youth for Democracy
American Armenian Progressive League of America
California Labor School, Inc., 216 Market Street, San Francisco, Calif.
Central Council of American Women of Croatian Descent, aka Central Council of American Croatian Women, National Council of Croatian Women
Citizens Committee of the Upper West Side (New York City)
Civil Rights Congress and its affiliates
Committee to Aid the Fighting South
Communist Party, U.S.A.
Communist Political Association
Connecticut State Youth Conference
Congress of American Revolutionary Writers
Congress of American Women
Council of African Affairs
Council for Pan-American Democracy
Dennis Defense Committee
Friends of the Soviet Union
George Washington Carver School, New York City
Hollywood Writers Mobilization for Defense
Hungarian-American Council for Democracy
International Labor Defense
International Workers Order, including People's Radio Foundation, Inc.
Jefferson School of Social Science, New York City
Jewish Peoples Committee
Joint Anti-Fascist Refugee Committee
Labor Research Association, Inc.

Five Freight Control Offices Established for Added Efficiency

Five Navy Central Freight Control Offices have been established in the U. S. as a move toward greater efficiency in transportation and decentralization of traffic operations.

The offices are located in Seattle, Wash., Oakland, Calif., Great Lakes, Ill., Norfolk, Va., and Bayonne, N.J. Each office will be so organized that it could, if necessary, serve as a nerve center for Navy freight movement throughout the nation. Also, the new arrangement will relieve the Bureau of Supplies and Accounts in Washington, D.C., of much routine labor, permitting additional research and more detailed planning for overall Navy transportation.

The five offices were put into operation early this year and are now moving toward full efficiency.



Slipstream, USS Princeton

'Pierce, will you please stop worrying about getting back to the ship in time for the first movie.'

League of American Writers
Macedonian-American People's League
Michigan Civil Rights Federation
National Committee for the Defense of Political Prisoners
National Committee to Win the Peace
National Council of American of Croatian Descent
National Council of American-Soviet Friendship
National Federation for Constitutional Liberties
National Negro Congress
Nature Friends of America (since 1935)
Negro Labor Victory Committee
New Committee for Publications
Ohio School of Social Sciences
People's Educational Association
People's Institute of Applied Religion
People's Radio Foundation, Inc.
Philadelphia School of Social Science and Art
Photo League (New York City)
Proletarian Party of America
Revolutionary Workers League
Samuel Adams School, Boston, Mass.
School of Jewish Studies, New York City
Seattle Labor School, Seattle, Wash.
Serbian Vidovdan Council
Slovenian-American National Council
Socialist Workers Party, including American Committee for European Workers' Relief
Socialist Youth League
Southern Negro Youth Congress
Tom Paine School of Social Science, Philadelphia, Pa
Tom Paine School of Westchester, N. Y. York
United Committee of South Slavic Americans
United Harlem Tenants and Consumers Organization
United May Day Committee
United Negro and Allied Veterans of America
Veterans of the Abraham Lincoln Brigade
Walt Whitman School of Social Science, Newark, N. J.
Washington Bookshop Association
Washington Committee for Democratic Action
Wisconsin Conference on Social Legislation
Workers Alliance
Workers Party, including Socialist Youth League
Young Communist League

Subversive

Communist Party, U.S.A.
Communist Political Association
German-American Bund
Socialist Workers Party
Workers Party
Young Communist League

Organizations which "seek to alter the form of government of the United States by unconstitutional means"

Columbians
Ku Klux Klan
Protestant War Veterans of the United States
Silver Shirt Legion of America

Organizations which have "adopted a policy of advocating or approving the commission of acts of force and violence to deny others their rights under the Constitution of the United States:"

Communist Party, U.S.A.
Communist Political Association
Socialist Workers Party
Workers Party
Young Communist League

Navy Wives Club Seeks More Membership; Organized 1936

Wives of all Navy, Marine and Coast Guard personnel, including those of personnel on the inactive list, are eligible for membership in the Navy Wives Club of America.

The club conducts many social and beneficial activities in a variety of fields. Dances, picnics, beach parties, and classes in a wide field of handicrafts are examples of such activities. Members also exchange help as "baby sitters" and in packing belongings upon transfer. Clubs have been in existence since 1936 and are now functioning throughout the U. S. and in several possessions and foreign countries. Cost of membership is very low. If there is not a Navy Wives Club where your family is located, the club suggests you see your chaplain about organizing one.

Places of Confinement For GCM Prisoners Are Changed by New Rules

Rules regarding designation of places of confinement for general court-martial prisoners are modified and condensed by BuPers Circ. Ltr. 1-49 (NDB, 15 Jan 1949).

GCM prisoners sentenced to confinement of three months' duration or less will serve their sentences in brigs in many cases. Such cases include those where a discharge is adjudged by the court-martial, but is remitted or made conditional. They also include, of course, those where no discharge is adjudged. If a discharge is adjudged and is not remitted or made conditional, the prisoner must serve his sentence in a disciplinary barracks.

Other GCM prisoners who must be confined at disciplinary barracks are:

- Those sentenced to confinement for more than three months, and are not considered suitable for eventual restoration to duty.
- Dismissed officers whose sentences to confinement have been approved by the Secretary of the Navy.

GCM prisoners sentenced to three to 30 months' confinement who are considered restorable and of possible future value to the naval service after a period of intensive retraining and corrective discipline will be confined at a retraining command.

The letter designates as "not to be considered restorable" all prisoners who:

- Have committed an offense involving turpitude — vileness or depravity.
- Have committed an offense that is vicious, violent or felonious.
- Have a record of criminal acts, or are incorrigible.
- Are a serious escape risk.
- Are mentally or physically unfit for duty.
- Are probation violators.

In certain special cases, the letter states, a request for designation of an appropriate naval place of confinement should be made. Such requests should be forwarded by air mail or dispatch to the Chief of Naval Personnel (Attn: Pers-52) by the convening authority.

U. S. Naval Disciplinary Barracks, Naval Base, Portsmouth, N. H., or the U. S. Naval Retraining Command, Naval Station, Norfolk, Va., are designated as the place for confinement of GCM prisoners from the following commands:

The 1st through 10th Naval Districts, the 15th Naval District, the Potomac River Naval Command, Severn River Naval Command, and the Atlantic and Mediterranean areas.

U. S. Naval Disciplinary Barracks, San Pedro, Calif., or the U. S. Naval Re-Training Command, Mare Island, Vallejo, Calif., are designated as the place for confinement of GCM prisoners from the following commands:

The 11th through 14th Naval Districts, the 17th Naval District, and Pacific Ocean commands.

Certain additional administrative matters applying only to COs and convening authorities are also included in the letter.

Memorial Award to Be Given For Leadership Excellence

An award, to be known as the Admiral William S. Sims Memorial Award, has been established at the Naval Academy, Annapolis, Md., for presentation to the midshipman excelling in leadership.

More than 40 individual awards for excellence have been established and are presented at the end of the academic year. This award, an engraved wrist watch, will be awarded during June Week, 1949.

It is being given by the Army and Navy Union, USA.

Army, Air Force to Adopt Navy Clothing Issue Plan

Clothing issue procedures will be more nearly uniform throughout the armed forces after 1 July, when the Marine Corps, Army and Air Force are scheduled to change their issuance systems.

Under the new practices, Army and Air Force enlisted personnel will draw clothing against a credit allowance. Unused amounts of the clothing allowance will be given individuals at each year's end, permitting them to gain as much as $25 a year by careful upkeep of clothing.

The Marine Corps will switch to the Navy system on 1 July, abandoning a procedure where worn clothing was turned in for new and where lost clothing was charged against the owner.

18-Year-Olds Given Chance For Electronics Training If GCT Score Evinces Aptitude

The Navy is giving 18-year-old one-year enlistees an opportunity, if qualified, to receive training in electronics comparable to a one-year course in the best civilian electronics schools.

The high scores obtained by USNEVs (U. S. Navy enlisted volunteers) on the general classification tests have shown that a large percentage of them are well-qualified for such training. They will receive up to 33 weeks' instruction in regular classes, with the first 26 weeks identical with the same portion of the Regular Navy's 42-week course. The final seven weeks of the USNEVs' course will be devoted to types of radio, sonar and radar equipment installed in Naval Reserve training centers. Included is a minimum of 10 periods of instructor training.

Upon discharge, the one-year enlistees enroll in the Organized Reserve or Volunteer Reserve to complete the service required under the Selective Service Act.

The primary purpose of the program is to establish a backlog of trained electronics personnel. The program will also supply the Naval Reserve with instructors in electronics.

Cargo Handling School Class Will Convene on 4 Apr 1949

Next class of the Cargo Handling School, Naval Supply Center, Oakland, Calif., is scheduled to convene 4 Apr 1949.

Although organized primarily for the instruction of Supply Corps officers, a limited number of line and other staff corps officers whose duties involve cargo handling will be accommodated in the course.

BuPers Circ. Ltr. 9-49 (NDB, 15 Jan 1949) announced that applications from line and staff corps officers of the grades of ensign through lieutenant commander who are qualified may submit applications for the school, or be nominated from interested commands. Officers selected will be ordered on a permanent change of duty basis.

The six months' course includes training in general transportation and shipping duties in the categories of shiploading and discharging, marine terminal operation, air, rail, truck and ocean traffic and air cargo operation.

Constructive Inspections Develop Ways and Means of Getting Best Results

Comments and recommendations gathered on a four-month inspection tour of Naval Reserve divisions were published for guidance of Reserve units by the Naval Reserve Inspection Reviewing Board.

The Naval Reserve directive which carries the inspection board's observations stated that after each inspection a critique was held with officers and leading petty officers of the divisions, forming a basis for the board's remarks.

Winners of the nation-wide inspections—Surface Division 1-13 of Fall River, Mass., and Submarine Division 3-23 of Brooklyn, N.Y.—were announced previously. The inspection board reviewed only the two leading divisions in each of the naval districts, as picked by district commandants. The inspection was divided into three parts—training, personnel and administration.

Appearance and uniform of personnel at the inspections evoked a considerable amount of comment in the board's directive. Some of the observations in that field are as follows:

• From a distance the appearance at personnel inspection was very good. Haircuts and shoe shines were good and uniforms generally well fitted. Close examination revealed defects, however.

• Non - regulation "shoe - string" neckerchiefs were the most flagrant irregularity. This is a comparatively recent fancy of bluejackets. The regulation neckerchief is to be rolled (not pressed) and worn with the top of the knot level with the bottom of the jumper neck "V".

• Tailor-made uniforms and jumper zippers are very obvious. Regulation clothing is specified and is now obtainable.

• In too many cases rating badges and service stripes were missing. Non-rated men should be able to obtain regulation "non-rated marks" for sleeves in the near future.

• Officers and enlisted men were careless about campaign ribbons. If merited, they are to be worn. Cloth is prescribed; plastic covered or impregnated ribbons are illegal.

• Recruits like to flare, squash, or "wing" their hats. This is not seagoing, and it detracts inevitably.

• Marking of clothing was seldom in evidence. Several divisions were not only unmarked but were unaware of the requirement.

• Some divisions had men in civilian clothing long after they should have been in uniform. Uniforms can and should be provided within a few weeks after enlistment. Men may proceed to and from drill in uniform (not dungarees) or in civilian clothing unless otherwise specified by the commandant or local authority.

• The high mark assigned the Fall River, Mass., division for personnel was richly deserved. Ninety per cent of the enlisted personnel were present. This was in contrast to other divisions where the attendance fell off on inspection night. At Fall River the appearance was outstanding. Everybody was in regulation uniform with all appurtenances.

Other personnel matters also received strong attention. Shipkeepers, it was pointed out, are not limited to working on their ships. They are to assist in training and otherwise as found practicable by the officer-in-charge of the training center, *but not at the expense of the ships.* This is particularly so in the case of submarines, which are part of the shop equipment to be disassembled and put together again, the directive points out. The yeomen are to guide the division paperwork.

Regarding leadership, the letter states: "In several divisions enlisted men who were questioned did not seem to know to whom they should turn for advice. There must be an officer in charge of each group of men, the smaller the group the better. The officer has to *know his men* and their worries; the men must know their officer and *feel free to come to him.*"

Training—This part of the inspections was the most important, constituting 40 per cent of the evaluation because training is considered the primary purpose of the Naval Reserve.

Following are some of the training points noted by the directive:

• The first step (for effective training) is a thorough training program laid out well in advance, the inspection board suggested. Instructors should be both officers and enlisted personnel, with an officer at least supervising training in each rating group. Instructor training is vital and is available in New York and San Francisco. Local courses have been established in some centers, under professional educators.

Several divisions pointed out that their personnel preferred to perform annual training duty on board ship instead of attending an instructor training course. BuPers then authorized an additional training duty period of two weeks for two officers and three enlisted men of each division at either New York or San Francisco. The in-

Evening Salute to Colors Halted as Traffic Hazard

One of the few places Navy and other armed forces personnel are not required to come to attention and salute during evening flag ceremonies is in the nation's capitol.

Officials found they had a real problem on their hands every working day at 1700 when retreat was sounded at nearby Fort Myer coinciding with the exodus from the Pentagon of thousands of homebound armed forces and civilian personnel.

Roads and walks jammed up as uniformed personnel saluted and civilians removed their hats until the flag was down.

Instructions went out to Pentagon personnel not to observe the retreat because the practice created a "serious traffic hazard" of major proportions.

Fewer Sunspots to Be Visible From Earth in Next Few Years

Fewer sunspots will be visible from the earth during the next few years according to information from the U. S. Naval Observatory in Washington, D. C.

Sunspots, which are believed to affect both weather conditions and transmission of short-wave radio, move in 11-year cycles. The observatory states the current sunspot cycle reached its peak in 1947 and is now in a decline.

Precisely what effect sunspots have on weather conditions is a matter of controversy. Sunspots range in size from small ones only a few hundred miles wide to others that cover huge areas many times the earth's diameter. They are defined as turbulent regions in the sun's atmosphere which are several hundred degrees cooler than their surroundings.

spection boards expressed a desire that personnel will take full advantage of the opportunity.

• Recruit training came under discussion. A recruit's first training duty should be on board the center's own vessel if practicable, it was stated, to permit close supervision. Indoctrination in personal hygiene, wearing of the uniform, military courtesy and similar matters was described as essential.

• Advancement in rating examinations for promotion to pay grades 5 and 6 are composed locally, and for the present time examinations for higher rates are also made up locally by divisions or battalions. BuPers is preparing examination questions but will not have the task completed for some months.

The letter states that a recruit must be advanced in rating as soon as he meets requirements, for the sake of good morale. One division was not advancing men because of its lack of knowledge about the procedure.

Under "training" the directive went on to comment on training for higher rates and the need for more instructors, submarine training, and—

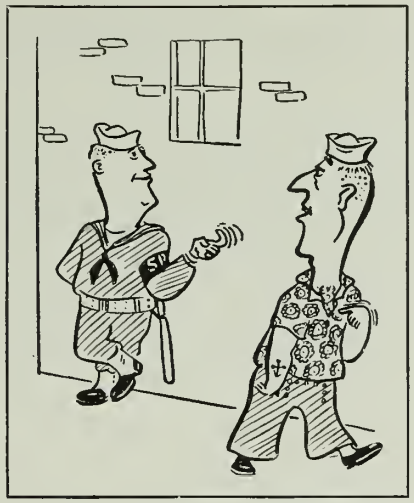
• Periods of instruction. The drill night is of two hours' duration at the minimum. Of this time, at least 90 minutes must be devoted to actual classroom or shop instruction. Two periods of 45 minutes each, with a short recess between them, are the usual practice. Announcements of information concerning cruise preparations and similar division activities are outside the 90 minutes devoted to instruction.

• Correspondence courses were not being studied by a majority of officers. Percentages of officers taking and completing courses were factors in marks assigned divisions. Additional correspondence courses are being prepared.

• Educational opportunities open to enlisted men were not realized by the men in many cases. The letter urges that recruits (and others, periodically) be familiarized with the advantages offered by appointment from the Naval Reserve to the Naval Academy, and the NROTC. The Naval Reserve quota for the Naval Academy was not filled.

Administration—This was Part III of the inspection, and counted 30 per cent on marks.

Complete and up-to-date service records are the first requisite for good



Stand By, San Pedro

'Who, me?'

administration, the directive states. "If a division is remiss in this respect it should drop everything else and 'turn to' anybody who can type. Once in shape, service records should not be hard to keep 100 per cent." In reviewing other aspects of administration and organization, the letter states that some of the best paperwork evidenced was the result of women Reservists in an associate or volunteer status. It asks divisions to encourage women Reservists to assist.

Medical—In this field, much room for improvement was discovered. Some of the improvement can be brought about through local efforts, but some are a part of nation-wide problems.

• Health records were generally incomplete. Assignment of active duty hospitalmen should bring up entries—particularly those concerning immunizations. Records of inoculations and reactions must be signed to prevent repeat injections when men go on annual training.

• The nation-wide and Navy-wide shortage of doctors is reflected in the Naval Reserve. A common complaint was that medical officers were unobtainable. Some divisions, however, were adequately staffed.

• Chest X-rays were scarce. This can be corrected locally.

• Dental charts were generally missing.

• A few divisions had arranged for blood tests for their personnel. The letter recommends that assistance be sought from local agencies in making Kahn tests, gratis.

Supply

• Pay records generally were correct and current.

• Clothing stocks were improving in many cases.

Stores at Reserve training activities are not contemplated.

Communications

• The Naval Reserve radio network was employed successfully by the board. Radiomen were rather scarce, and the board recommended stressing of radio training.

• It was stated that work on auxiliary power supply installations should be speeded.

• A change in organization has made the officers-in-charge of training centers the custodians of publications. Regular communications are a function of the center, but the divisions must take an active part.

Staging areas—Practically, the directive states, the staging of V-6 personnel falls to the stationkeepers because the assigned staging division is on hand only one night a week. "This work is good training for divisions in event of emergency," the letter points out. "The procedures are complicated and simplification is being sought."

The purpose of the inspections was not to find fault, but to help, the board points out. The critiques with their open discussions were of great value. Ways and means of getting results were passed along to others and corrective measures were recommended to appropriate authorities.

Navy's Island Trading Co. Enters the Banking Business

Among a multitude of other unusual tasks, the Navy's Island Trading Company is now in the banking business.

Local branches of their bank will be set up in Koror, Kwajalein, Majuro, Ponape, Truk and Yap for the use of Trust Territory peoples.

Natives will be issued bank books and deposit slips as in any commercial bank, and interest at the rate of one and a half per cent will be credited semi-annually on balances remaining on deposit for six months.

The banks will allow natives a safe repository for their funds and will seek to encourage savings. Based on procedures set up in practice by the Ponape branch, operations will begin at all banks after policies are established.

Here's Complete Roundup of Proposed Legislation Affecting Naval Personnel

Increasing numbers of legislative bills affecting the Navy are awaiting Congressional action.

Included in the President's budget estimate for the fiscal year beginning 1 July was $400,000,000 to cover pay increases if legislation regarding service pay should be approved by Congress.

The report of the Hook Advisory Commission on service pay and retirement was submitted to Secretary of Defense James Forrestal, who in turn submitted the proposal, after making several recommended changes, to the Bureau of the Budget.

The over-all effect of the recommendations of the Commission on the active duty payrolls of the military services is estimated to average an increase of about 12 per cent.

Most of the changes recommended by the Secretary of Defense concerned such matters as retirement benefits, special pays and survivor benefits.

Awaiting submission of this proposal after the Bureau of the Budget reviews it, Congress has suspended several bills already introduced which would be covered by the new legislative proposal.

Among these suspended-action bills are proposals regarding the retired pay of naval officers who served prior to 12 Nov 1912, the Academies Service Pay Bill, transportation of dependents and household effects, transportation of Regular personnel upon discharge, longevity of commissioned warrant officers and increases in per diem allowances.

A Navy Department proposal asking for extension of the $1,500 income tax exemption was judged not in accordance with the President's program, although several other similar proposals have already been introduced for Congressional action by various members of Congress. One of these proposals is listed in the summary below.

The following bills are now before Congress:

Administration Changes — Senate Bill No. 108: Introduced; to amend the National Security Act of 1947 to provide for a single executive department for the operation and administration of the Army, Navy and Air Force, and to give the Secretary of Defense adequate power to enable him to formulate and place in operation integrated programs for national security.

Historic Shrine—S. 134: Introduced; to provide for the preservation of the frigate *Constellation*.

Headstone Memorials—S. 225: Introduced; to provide for the erection of headstones for certain members of the armed forces buried outside the U. S., lost at sea or reported missing in the performance of duty.

Terminal Leave—House of Representatives Bill No. 540: Introduced; to provide terminal leave pay for certain officers of the Navy and Marine Corps and for other purposes.

Shipyard Hospital—H.R. 843: Introduced; to authorize the erection of a U. S. naval hospital at the naval shipyards at Brooklyn, N.Y.

Liquor Control—H.R. 886: Introduced; to provide for the common defense in relation to the sale of alcoholic liquors to the members of the land and naval forces of the U. S. and to provide for the suppression of vice and gambling in the vicinity of military camps and naval establishments.

Inductees' Postage—H.R. 548: Introduced; to grant free postage to members of the armed forces who have been inducted into the service under the provisions of the Selective Service Act of 1948.

POW Exemptions—H.R. 801: Introduced; to exempt for income tax compensation and benefits paid to seamen on account of their internment by the enemy.

Servicewomen's Memorial — H.R. 844: Introduced; to provide for the erection of a memorial to women members of the U. S. military or naval forces who lost their lives in World War II.

Free Postage—H.R. 938: Introduced; to provide free postage for members of the armed forces of the U. S.

Pension Increases—H.R. 937: Introduced; to provide certain equitable adjustments in disability compensation and pension to meet the rise in the cost of living.

Retroactive Compensation — H.R. 996: Introduced; to authorize retroactive payment of compensation or pension barred because of capture, internment or isolation by the enemy during World War II.

Alien Admission—H.R. 999: Introduced; to extend to 28 Dec 1949 the period within which application may be made by alien spouses and children of World War II veterans for admission to the U. S. under the act of 28 Dec 1945.

Tax Exemptions—S. 323: Introduced; to restore for a period of one year the special income tax exemption previously applicable to military and naval personnel and to increase such exemption to $1,800 in the case of commissioned officers and commissioned warrant officers.

Retired Hospitalization — H.R. 1181: Introduced; to provide dispensary treatment and hospitalization in Army and Navy hospitals for retired personnel of the Army, Navy, Marine Corps and Coast Guard.

Communications Security—S. 277: Introduced; to enhance further the security of the U. S. by preventing disclosures of information concerning the cryptographic systems and the communication intelligence activities of the U. S.

Checkage Prevention—S. 278: Introduced; to prevent retroactive checkage of payments erroneously made to certain retired officers of the Naval Reserve.

Disabled Equalization—S. 288: Introduced; to provide equal treatment of disabled enlisted men of the Navy, Marine Corps, and Coast Guard on



Zephyr, San Juan

'Sure he's a watch dog. Go ahead, ask him the time.'

parity with existing law pertaining to disabled enlisted men of the Army.

D.C. Bonus—H.R. 1233: Introduced; to provide a Federal bonus for service in World War II of residents of the District of Columbia.

Aid Judgments—H.R. 1248: Introduced; to establish a presumption of service connection for functional disorders of the nervous system and psychoses for certain veterans of World War II.

Benefits Extension—H.R. 1250: Introduced; to extend Veterans Administration benefits to disabled retired enlisted personnel of the Army, Navy, Marine Corps and Coast Guard, without impairment of their right to receive retired pay which they had earned for stipulated service prior to their reentry into the service in World War II.

Retroactive Pension—H.R. 1260: Introduced; to provide for the payment of retroactive death pension to widows and children of veterans after seven years continued and unexplained absence.

Disability Aggravation—S. 578: Introduced; to provide for service connection of disabilities aggravated by active military or naval service.

Aviators' Exemptions—H.R. 1313: Introduced; to exclude from gross income lump-sum payments for service as aviators in the armed forces of the U. S.

Disabled Reenlistees—H.R. 1363: Introduced; to permit partially disabled World War II veterans to reenlist in the armed forces of the U. S., including the Coast Guard, for limited duty.

Hospitalization Recall—H.R. 1434: Introduced; to provide for the recall of officers to active duty for purposes of rehospitalization and evaluation.

Participating Annuity—H.R. 1521: Introduced; to provide a voluntary participation annuity plan for widows, minor children and certain named beneficiaries of members of the uniformed services.

Proving Ground—S. 628: Introduced; to authorize the establishment of a joint long range proving ground for guided missiles.

Compensation Increase—S. 696: Introduced: to provide additional compensation in lieu of allowances for retired enlisted personnel of the armed services.

DIRECTIVES IN BRIEF

This listing is intended to serve only for generol informotion ond os on index of current Alnavs, Navacts, and BuPers Circular Letters, not as o bosis for oction. Personnel interested in specific directives should consult Alnov, Novact and BuPers Circulor Letter files for complete detoils before toking ony oction.

Alnavs opply to oll Novy ond Morine Corps commands; Navacts opply to all Novy commands; ond BuPers Circulor Letters opply to oll ships ond stotions.

Alnavs

No. 82—Announces proposed effective date for Navy Regulations.

No. 1-1949—Gives information in regard to the time the selection board will meet to recommend officers on active duty for temporary promotion to rear admiral and captain, staff corps and to commander, line.

No. 2—Sets 20 Jan 1949 as effective date for new Navy Regulations.

No. 3—Announces presidential approval of the selection of two officers to grade of major general, Marine Corps.

No. 4—Presents information about furnishing air transportation.

No. 5—Announces date selection board will convene to recommend lieutenants of the line for temporary promotion to grade of lieutenant commanders.

No. 6—Gives additional information concerning new Navy Regulation in regards to the administration of Marine Corps.

No. 7—Announces presidential approval of the selection of four Medical Corps officers to grade of rear admiral.

No. 8—Changes policy in regard to acceptance of enlisted men for naval cadet training.

Navacts

No. 16-1948—Requests application for postgraduate instruction in naval intelligence at Anacostia, D.C., as set forth in BuPers Circ. Ltr. 94-48 (NDB, May 1948).

BuPers Circular Letters

No. 1-1949—Gives information regarding designation of places of confinement for general court-martial prisoners. (See p. 45.)

No. 2—Revises previous instructions on travel of dependents under authority (Missing Persons Act). See p. 53.)

No. 3—Equalizes sea-to-shore rotation policy for enlisted personnel.

No. 4—Outlines procedure for the administration and disposition of naval personnel whose conduct or association cast doubt upon their loyalty. (See p. 42.)

No. 5—Presents procedure for assignment and recording of enlisted designators.

No. 6—Gives information on the separation of personnel from active naval service.

No. 7—Concerns procurement of tourist sleeping car accommodations.

No. 8—Desires applications from qualified ensigns and lieutenants (junior grades) of the Civil Engineering Corps for an equalizing course of study at Rensselaer Polytechnic Institute, Troy, N.Y.

No. 9—Requests applications from qualified officers of ensign to lieutenant commander for a course of instruction at Navy Supply Center, Oakland, Calif., in cargo handling. Class will convene on 4 Apr 1949. (See p. 45.)

No. 10—Gives information concerning the Armed Forces Mutual Benefit Association.

No. 11—Publishes a list of officers of the Navy and Naval Reserve on active duty appointed to grades indicated therein.

No. 12—Announces All-Navy boxing championship—1949. (See p. 12.)

No. 13—Gives information about BuPers control of line officers' quotas for certain long course schools.

No. 14—Announces Navy-wide examination to screen candidates for entrance to the Navy Academy and college preparatory school. Bainbridge, Md.

No. 15—Changes procedure for the approval of allowances for quarters and subsistence of enlisted personnel.

No. 16—Warns against purchasing magazine subscriptions through unreliable companies. (See p. 6.)

No. 17—Outlines BuPers policy concerning detachment of hospitalized officers.

No. 18—Gives information about professional examinations for promotion of officers.

No. 19—Announces revision of Naval War College correspondence course, Strategy and Tactics.

Roundup of Information on Benefits Due Navy Veterans or Their Survivors

Latest information on benefits for veterans is contained in this roundup prepared by the Bureau of Naval Personnel Veterans' Affairs Section (formerly the Civil Readjustment Branch).

A listing of benefits which survivors of naval personnel may receive was printed previously. (See ALL HANDS, December 1948, p. 44.)

Veterans benefits are as follows:

• Compensation for service-connected disability. (Apply to Veterans Administration.)

Eligibility—Disability must result from disease or injury incurred in or aggravated by active military or naval service in line of duty, and discharge must be under other than dishonorable conditions.

Payments for wartime cases: Rates, based on multiples of 10% degree of disability, range from $13.80 to $138 per month for total disability. Additional amounts payable, such as $42 for the loss of foot, hand or eye. Helplessness, blindness, multiple amputations, etc. carry rates from $240 to $360 per month. Additional amounts payable to veterans 60% or more disabled for wife, children or dependent parents.

Payments for peacetime cases: All rates are 80% of the wartime rates for the same conditions.

Wartime rates are payable in peacetime cases where the disability resulted from injury or disease received in line of duty as a direct result of armed conflict or while engaged in extrahazardous service, including such service under conditions simulating war.

• Pension for non-service-connected disability, Spanish-American War Group. (Apply to Veterans Administration.)

Eligibility—Veteran must have attained age 62 or be permanently disabled from non-service-connected causes; credited with 70 or 90 days service with honorable discharge or discharged sooner for line of duty disability. (This group, except 70-day cases, also eligible for total non-service-connected disability pension benefits outlined above.)

Payments for 90 day and disability discharge cases — Monthly rates for non-service-connected disability from $28.80 for 10% disability to $90 for total disability. Age 62—$43.20; Age 65—$90; Regular Aid and Attendance —$120. *70 day cases*—Monthly rates for non-service-connected disability from $17.28 for 10% disability to $60 for total disability. Age 62—$17.28; Age 65—$60; Regular Aid and Attendance—$78.



Boot, Parris Island.

'Quite a cavity you have here.'

• Pension for non-service-connected disability, World War I or II. (Apply to Veterans Administration.)

Eligibility—Veteran must be permanently and totally disabled, credited with 90 days or more service, unless discharged sooner for line of duty disability, and must be discharged under other than dishonorable conditions.

Payment—The rate is $60 per month, increased to $72 on attainment of 65 years, or after continuous receipt for ten years. Annual income over $1,000 is barred if veteran has no wife or minor children, otherwise $2,500 limitation.

• Education and training. (Apply to Veterans Administration.)

Eligibility—90 days active service, some part of which must have taken place between 16 Sept. 1940, and 25 July 1947. Special provisions as to period of eligibility are applicable to cases of a first period of enlistment or reenlistment contracted within one year after the date of the enactment of the Armed Forces Voluntary Recruitment Act of 1945 where such enlistment extends beyond 25 July 1947. Less than 90 days if discharged for actual service incurred disability. Discharge must be under conditions other than dishonorable. (Disabled veterans eligible for both P.L. 16 and P.L. 346 training may use either benefit but P.L. 16 may be more advantageous.)

Payment—One free year of education or training plus the time the veteran was in the service between 16 Sept 1940 and 25 July 1947 up to four years maximum. Special provisions as to period of eligibility are applicable to cases of a first period of enlistment or reenlistment contracted within 1 year after the date of the enactment of the Armed Forces Voluntary Recruitment Act of 1945 (sec. 11, Public Law 190, 79th Cong., approved 6 Oct 1945) where such enlistment extends beyond 25 July 1947.

All expenses of tuition, books, etc., paid at rate of $500 per year. Monthly subsistence allowances of $65 for the veteran without dependents or $90 for the veteran with dependents. For full-time institutional training—$75 if no dependents; $105 for one dependent, and $120 for more than one dependent. Lesser amounts for part-

Navy Veterans Submit 208,500 Ohio Bonus Claims

Veterans' bonus compensations in the state of Ohio reached nearly $200,000,000 during the first eight months of payment.

From 28 Apr 1948 until 1 Jan 1949, the state's World War II Compensation Fund distributed $197,435,676 to 638,828 applicants. Applications were acted on from the next of kin of 7,315 deceased veterans and from 628,299 living veterans, of which 169,612 were received from Navy and former Navy personnel.

Navy and former naval personnel submitted 208,500 claims up to 1 Jan 1949. Applications may be filed until 30 June 1950.

Action has been taken on bonus claims through number 716,200. Those whose numbers are lower than this figure and who have not received payment, can safely assume their claims were placed in an irregular classification. The majority of these irregular claims involve a question of residence eligibility.

time training. Limitation on wages and subsistence under which the combined amounts cannot exceed $210 for the veteran without dependents, $270 for the veteran with one dependent, and $290 for the veteran with two or more dependents. In event these amounts are exceeded, a proportionate decrease in subsistence is made.

• **Vocational rehabilitation.** (Apply to Veterans Administration.)

Eligibility — Active service, some part of which must have taken place between 16 Sept 1940 and 25 July 1947. Discharge must be under conditions other than dishonorable. Minimum of 10% service-connected disability due to World War II service or retired from such service because of disability, in either case causing a need for vocational training to overcome handicap of such disability. No training beyond 25 July 1956.

Payment — Necessary training expenses paid. Special equipment furnished. Travel allowances and loan benefits available. Advisement and guidance mandatory. Work toward a definite job objective to create employability. Minimum monthly allowance of $65 for the veteran without dependents or $90 for a veteran with dependents. If in full-time institutional training—$75 if no dependents; $105 for one dependent, and $120 for more than one dependent. The subsistence when added to the compensation must equal $105 for the veteran without dependents drawing less than 30%, or $115 for a veteran with dependents drawing less than 30%. Veterans drawing 30% or more must have their subsistence and compensation total $115 for a veteran without dependents or $135 for a veteran with a dependent. Minimums increased in each case for additional dependents. In the case of a veteran receiving pay for training on-the-job, Administrator may reduce subsistence allowance to amount considered equitable and just.

• **Employment.** (Apply to local public employment office.)

Eligibility—Service during a war period. Discharge under conditions other than dishonorable. Ability to work.

Benefit—Job counseling and employment placement service provided by the United States Employment Service or the State Employment Service where application is made.

• **Reemployment.** (Apply to Bureau of Veterans Reemployment Rights, Department of Labor.)

Eligibility—Any person who (a) left his position after 1 May 1940, to enter upon active service in the armed forces, (b) satisfactorily completed such service, (c) is qualified to perform the duties of his former position, and (d) makes application to his employer for reemployment within 90 days after he is relieved from active service (or from hospitalization continuing after discharge for a period of not more than one year) is entitled to reemployment.

Benefit—If position was in the employ of the United States Government, its Territories or possessions, or the District of Columbia, the person shall be restored to such position or to a position of like seniority, status, and pay.

If position was in the employ of a private employer, such employer shall restore the person to his former position or to a position of like seniority, status, and pay unless the circumstances have so changed as to make it impossible or impracticable to do so. If the position was in the employ of any State or political sub-division thereof, it is declared to be the intent of the Congress that the person should be restored to such position or to a position of like seniority, status, and pay.

• **Hospitalization.** (Apply to Veterans Administration.)

Eligibility — Service-connected disability; or non-service-connected disability if discharged for line of duty disability or if in receipt of compensation for service-connected disability. Otherwise, hospitalization for non-

Members of Navy Band Honor John Philip Sousa

Some members of the nationally famous Navy Band received training from John Philip Sousa, the "march king," the man who wrote among many other marches, "The Stars and Stripes Forever." Each year they pay their respects to their former tutor.

With solemnity four Navy chief musicians, an ex-chief musician and a Marine Corps Band member paid simple tribute at Sousa's graveside on the composer's 94th birthday. The scene was a Washington, D.C., cemetery where Sousa was buried in 1932.

All six had previously attended Sousa's birthday parties. Herbert E. C. Weber, MUC, USN, spoke briefly at the ceremonies.

A wreath was placed on the grave by Dana Garrett, former Navy chief musician, who was attired in an old Sousa band uniform. Oscar Short, MUC, USN, sounded "Taps." The yearly pilgrimage also was attended by George Jenkins, MUC, USN, of the Navy Band; John Liegl, MUC, USN, of the Navy School of Music and Clyde L. Hall of the Marine Corps Band.

U. S. Navy Band to Make Two Extensive Tours This Year

The United States Navy Band will make two five-week tours this year from 18 April to 31 May and from 19 September to 31 October.

According to present plans the spring tour will be made through the New England states and the fall tour along the southern Atlantic seaboard. The famous 50-piece group will be under the direction of LCDR Charles Brendler, USN. Exact dates and itinerary of each concert tour will be announced later.

9,000 Reservists to Take Atlantic Training Cruises

Almost 9,000 Naval Reservists were scheduled at the beginning of the year to complete Atlantic training cruises by 2 Apr 1949.

Seven hundred eighty-five officers and 8,135 enlisted men of the Naval Reserve were slated for five training exercises of two to four weeks' duration. More than 50 ships are involved, including seven aircraft carriers, three light cruisers, 30 destroyers, three minelayers, six minesweepers and one auxiliary vessel.

More than 40 ships will participate in the largest of the exercises, continuing from 20 February to 19 March.

Norfolk, Va., Newport, R.I., and Charleston, S.C., are the embarkation ports for most of the ships, with Destroyer Division 161 embarking from New Orleans, La. Maneuvers are being held in tropical Atlantic waters.

service-connected disability requires war service and inability to defray expenses of hospitalization, subject to availability of beds. Discharge must be under other than dishonorable conditions.

Benefit—Complete care in VA and certain other Federal hospitals. Care elsewhere may be authorized by VA for service-connected disabilities.

• Domiciliary care. (Apply to Veterans Administration.)

Eligibility—Same as for Hospitalization; except that applicant must be incapacitated from earning a living and in peacetime cases have no adequate means of support; need for domiciliary care to be medically determined.

Benefit—Full care, including medical treatment, in VA home.

• Out-patient dental treatment. (Apply to Veterans Administration.)

Eligibility — Veteran must need treatment for service-connected condition and have prior VA authorization for such treatment. Discharge must be under other than dishonorable conditions.

Benefits—Dental treatment at VA field station or by approved private dentist in veteran's home community.

• Out-patient medical treatment. (Apply to Veterans Administration.)

Eligibility — Veteran must need treatment for service-connected disability and have prior VA authorization for such treatment. Discharge must be under other than dishonorable conditions.

Benefit—Medical treatment (not requiring hospitalization) at VA field station or by approved private physician in veteran's home community. Includes the supplying of medicine, bandages, syringes, etc.

• Prosthetic appliances. (Apply to Veterans Administration.)

Eligibility—Veteran must need appliance for a service-connected condition; for a disease or injury for which hospitalization has been authorized; or as an incident of domiciliary care. Discharge must be under other than dishonorable conditions.

Benefit — Includes artificial limbs and eyes, braces, trusses, orthopedic shoes, special clothing, crutches, canes, wheelchairs, eyeglasses, hearing aids, etc., and fitting and training in the use of the appliances. Also repairs and replacements under certain conditions.

• National Service Life Insurance. (Complete information on NSLI is contained in VA pamphlet 9-3, "Information on National Service Life Insurance." available at all VA offices. This pamphlet also was briefed in ALL HANDS, January 1949, p. 49.)

Eligibility—Active service after 7 Oct 1940. Application may be made within 120 days after entrance into active service without further physical examination. If active service was between 8 Oct 1940 and 2 Sept 1945, insurance may be granted after release from service upon application in writing, payment of premiums and evidence of good health satisfactory to the Administrator of Veterans' Affairs. Lapsed insurance may be reinstated at any time upon payment of required premiums and submitting evidence of insurability. Term policies issued before 1 Jan 1948, are renewable for an additional five years at premium rate applicable at time of renewal.

Payment—Death benefits payable in one sum (policies maturing on or after 1 Aug 1946), or under monthly installment plans, as selected. Waiver of premiums during continuous total disability (commencing before insured's sixtieth birthday) which continues six or more consecutive months. For an additional premium, total disability income of $5 per month per $1,000 of insurance under certain conditions.

• U.S. Government Life Insurance. (Apply to Veterans Administration. VA pamphlet 9-1, "Information and Premium Rates, U.S. Government Life Insurance," is available at all VA offices.)

Eligibility — Service in the Armed Forces between 6 Oct 1917, and 2 July 1921 need not have applied but must have been eligible to apply. Evidence of good health (medical examination) satisfactory to the Veterans Administration must be submitted. U.S. Government Life Insurance was available to peacetime members of the Armed Forces up to 8 Oct 1940. Term insurance was extended for a fifth five-year period.

Payment—Death benefits paid according to mode of settlement selected. Upon due proof of total permanent disability the insured will be paid $5.75 per thousand per month during such total permanent disability and all premiums will be waived during such total permanent disability. Amount of payments on account of total permanent disability will reduce amount payable to beneficiary on account of death. Monthly income of $5.75 per thousand will be paid those policyholders carrying Total Disability Riders after a four month waiting period. Unlike benefits paid on account of total permanent disability,

All Services Will Use Standard Medical Terms

A guide-book giving standardized words and phrases to be used in diagnosing diseases and injuries has been approved by the surgeons general of the Navy and the Army and by the Air Surgeon.

Use of identical terminology by all the armed forces is expected to make research easier and to simplify handling of patients from one service who are being treated by another. Also, new ease in comparing medical data from each of the services is expected to prove valuable.

The new guide, entitled *Diagnostic Nomenclature of Diseases and Injuries*, will become effective early this year.

WAY BACK WHEN



Devil to Pay

The well-known expression "hell to pay" is believed to be derived from the salty term "devil to pay."

Although used extensively throughout the old Navy, both of these terms were used for practical purposes and were not simply means of self expression on the part of the seaman.

The "devil" on sailing ships was the longest and most difficult seam to caulk. As such it took more "pay" or pitch to caulk it. It was usually the seam nearest the waterway of the ship.

As the work of caulking the "devil" was grueling, the seaman began substituting the word "hell" and so the origin of "hell to pay."

payments on the Total Disability Rider do not reduce face of policy. Special additional disability benefits may be obtained by an extra premium agreement.

• Loans guaranteed or insured by VA. (Apply to Veterans Administration.)

Eligibility—90 days active service, some part of which must have taken place between 16 Sept 1940 and 25 July 1947. Special provisions as to period of eligibility are applicable to cases of a first period of enlistment or reenlistment contracted within 1 year after the date of the enactment of the Armed Forces Voluntary Recruitment Act of 1945 (sec. 11, Public Law 190, 79th Cong., approved 6 Oct 1945) where such enlistment extends beyond 25 July 1947. Less than 90 days if discharged for service-incurred disability. Discharge must be under other than dishonorable conditions.

Benefit—VA does not lend money but merely guarantees payment of loan if veteran borrower does not pay. Veteran seeks own lender. VA will guarantee 50% of loan with maximum guaranty of $4,000 for real estate or $2,000 for non-real estate. Loans guaranteed if made for purchase or construction of homes, farms, or business equipment. Loans for automobiles guaranteed only if automobile is business necessity.

• Mustering out pay. (Apply to the Navy Department.)

Eligibility—Termination of active service under honorable conditions on or after 7 Dec 1941. Certain categories of persons excluded under the Act. Application by persons discharged prior to 3 Feb 1944 (date of Act) must be made not later than 3 Feb 1950. Any person entering service on or after 1 July 1947 not eligible.

Payment—$300 for persons serving 60 or more days outside limits of U. S. $200 for persons serving 60 or more days but not outside limits of U. S. $100 for persons serving less than 60 days. Initial payment made upon discharge. Any payments due upon death of service persons payable to widow; if none, to child or children. If no widow, child or children, in equal shares to surviving parents.

• Readjustment allowances for unemployment or self-employment. (Apply at U. S. or state employment office.)

Eligibility—Active service between 17 Sept 1940 and 25 July 1947.** Must have 90 days service, unless discharged sooner for line of duty disability. Discharge must be under other than dishonorable conditions.

Payment—The rate for unemployment is $20 per week less any weekly wages received in excess of $3. Week of unemployment must occur not later than two years after discharge or two years after 25 July 1947, whichever is later.** No allowance payable for any week commencing after 25 July 1952.** 52 weeks maximum depending on length of service. Self-employed may receive difference between net earnings and $100 per month.

**[Special provisions as to period of eligibility are applicable to cases of a first period of enlistment or reenlistment contracted within one year after the date of the enactment of the Armed Forces Voluntary Recruitment Act of 1945 (sec. 11, Public Law 190, 79th Cong., approved 6 Oct 1945) where such enlistment extends beyond 25 July 1947.]

• Civil Service preference. (Apply to Civil Service Commission.)

Eligibility—Active service in time of war, or service in a campaign or expedition; for which a campaign badge has been authorized; service-connected disability; wife of a service-connected disabled veteran when the veteran is disqualified by the disability for Civil Service appointment along the general lines of his usual occupation; widow of a wartime veteran, unless she remarries; widowed, divorced, or separated mother of a deceased wartime or totally disabled veteran, unless she remarries.

Benefit—Additional points in examination; experience credits for military service; waiver of certain ap-

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 37

1. (c) Oglala. Disposed of by the War Shipping Administration Oglala served her country faithfully through two world wars.
2. (a) Repair ship. She was converted to an ARG, used in repairing internal combustion engines.
3. (a) Bat. Radar controlled glider bomb. Devised name from live bats which emit short sound pulses to direct themselves by the echo.
4. (a) Radar. Through radar equipment in nose, Bat is guided to its target by impulses.
5. (a) Guppy.
6. (a) Snorkel.

Air Force to Draw Officers From the Naval Academy

When the Naval Academy at Annapolis, Md., holds its graduation exercises this year, a few members of the 1949 class will leave the campus with commissions—as second lieutenants in the U. S. Air Force.

This will be the result of an innovation ordered by Secretary of Defense James Forrestal. The order authorizes the Air Force to draw officers from the 1949 graduating classes of both the Naval Academy and the Military Academy at West Point, N.Y.

Heretofore Annapolis has sent its officers only into the Navy and Marine Corps. Under Secretary Forrestal's order, the Air Force is authorized to draw up to seven per cent of the academy's graduating class—this year, about 50 men. Assignment would be on a volunteer basis.

Dependents' Transportation Under Missing Persons Act

Dependents of naval personnel who are reported injured or dead now are eligible for transportation at government expense only if the injury or death is shown to be the result of military or naval operations.

BuPers Circ. Ltr. 2-49 (NDB, 15 Jan 1949) repeats previous instructions on travel of dependents under authority of the "Missing Persons Act," Public Law 490 (77th Congress), with the above new interpretation. Earlier interpretations authorized transportation at government expense of dependents on such occasions regardless of cause of injury or death.

Such transportation of dependents is authorized by the law, from the place where the dependents receive official notice of the injured or dead status to the place of official residence of the injured or dead person. Transportation to other places may also be authorized by proper authority under the law.

pointment requirements; precedence on registers; review by Civil Service Commission of agency's reason for passing over veteran and selecting nonveteran; reopening of examination; preference for retention in reduction in force; written notification of reasons for discharge, suspension, etc., and right of appeal to Civil Service Commission in such cases.

• **Homestead preference.** (Apply to Bureau of Land Management, Department of Interior.)

Eligibility—Veterans with necessary service (usually 90 days during war) must be honorably discharged or must have been discharged for or have at the time of application, a service-connected disability. Generally the surviving widow and minor children of such veterans, or veterans who died in service are also eligible.

Benefit—Preference in the acquisition of and establishment of homestead rights to public lands.

• **Naturalization preference.** (Apply to Immigration and Naturalization Service, Department of Justice.)

Eligibility—Person must have honorable service in the armed forces during World War I or World War II: or at least three years honorable service during any other period.

Benefit—Naturalization authorized and facilitated by eliminating certain requirements such as declaration of intention, waiting period, residence requirements, etc.

• **Correction of discharge.** (Apply to Navy Department.)

Eligibility—Any discharge or dismissal not the result of General Court Martial may be reviewed upon application to the Board of Review, Discharges and Dismissals, Department of the Navy, by a veteran or, if deceased, by authorized representative. Exceptional cases may be reviewed on the motion of the Department of the Navy after the veteran or representative is notified of such review. Request for review must be filed within 15 years after (a) discharge or dismissal or (b) effective date of Servicemen's Readjustment Act of 1944, whichever be later.

Benefit—Board of Review has authority to change, correct or modify such discharge or dismissal and to issue a new discharge in accord with the facts presented.

• **Correction of naval records.** (Apply to Navy Department.)

Eligibility—Judgment of the Board for the Correction of Naval Records that action is necessary to correct an error, or to remove an injustice, is required.

Benefit—Correction of any naval record.

• **Review of retirement proceedings.** (Apply to Navy Department.)

Eligibility—Any retirement or release of an officer from active service, without pay, for physical disability pursuant to a decision of a retiring board, may be reviewed upon application by the officer concerned to a Naval Retiring Review Board. Request for a review must be filed within the time limit prescribed by law.

Benefit—Retirement pay is granted, if board of review so recommends and President approves and so orders.

• **Automobiles and other conveyances.** (Apply to Navy Department.)

Eligibility—Loss of or loss of use of one or both legs at or above the ankle resulting from World War II service. Application and adjudication must be completed prior 1 July 1949.

Benefit—VA will pay cost of automobile, including special appliances, not to exceed $1,600 in individual case. May be new or used car, truck, tractor or similar conveyance.

• **Seeing eye dogs, electronic and mechanical equipment for blind.** (Apply to Veterans Administration.)

Eligibility—Veteran must be blind and entitled to compensation for service-connected disability. Blindness need not be service-connected.

Benefit—The VA will furnish seeing eye or guide dog and will pay expense of training veteran in use of dog and for dog's medical attention. Approved electronic equipment will be furnished by the VA.

• **Special housing.** (Apply to Veterans Administration.)

Eligibility — Service-connected disability due to war or peacetime service entitling veteran to compensation for permanent and total disability due to spinal-cord disease or injury with paralysis of legs and lower part of body.

Benefit—Grant up to 50% of cost of a suitably equipped housing unit and necessary land therefor. Grant may not exceed $10,000.



'I got two of these for my birthday. Do you know somebody who might want the extra one?'

Flags of Flag Rank Specialists Have White Field, Blue Stars

Flags of flag officers not eligible for command at sea consist of a white field and blue stars, according to a new OpNav directive.

As an example, a rear admiral (EDO) will fly a flag with white field containing two blue stars.

This new type flag will be displayed only at shore establishments under the command of such officers and on their automobiles, boats and so forth—not on ships.

The authority to use the white flag was contained in an OpNav letter of 29 Dec 1948 (NDB, 31 Dec 1948).

Coordination of Facilities Saves Money for Services

All printing for the armed forces in the Hawaii area is now the responsibility of the Navy, bringing about an estimated annual saving to the government of more than $50,000.

Other examples of increased coordination in the military establishment, creating great savings are:

• Joint use of cold storage facilities in the San Francisco and Seattle areas.

• Establishment of a joint public information school for the three armed services.

• Sale of supplies to the Army by the Charleston, S. C., Navy Yard, and use of Army mooring facilities in that area by the Navy.

• Consolidation of laundry facilities in the Panama Canal Zone and joint use of certain communications facilities in that area.

RIGHTS AND BENEFITS OF NAVY ENLISTED DISCHARGEES

THE PURPOSE OF THIS CHART IS TO SHOW THE EFFECT OF THE TYPE OF DISCHARGE UPON POSSIBLE ELIGIBILITY TO VARIOUS RIGHTS AND BENEFITS. NO ATTEMPT IS MADE TO SET FORTH OTHER REQUIREMENTS OF ELIGIBILITY WHICH MUST BE MET

GUIDE TO CHART

YES

NO

NUMBERS APPEARING IN CHART REFER TO CORRESPONDING NOTES BELOW.

TYPE OF DISCHARGE / BENEFIT	TRAVEL ALLOWANCE	TRANSPORTATION IN KIND	CASH ALLOWANCE	ISSUE SUIT OF CIVILIAN CLOTHES	RETAIN AND WEAR UNIFORM	HONORABLE DISCHARGE BUTTON	HONORABLE SERVICE LAPEL BUTTON OR PIN	CERTIFICATE OF SATISFACTORY SERVICE — NAVPERS 554	MUSTERING OUT PAY	NATIONAL SERVICE LIFE INSURANCE	FEDERAL VOCATIONAL REHABILITATION	APPRENTICE TRAINING	EDUCATIONAL RIGHTS (G I BILL)	LOAN GUARANTY (G I BILL)	EMPLOYMENT ASSISTANCE (G I BILL)	READJUSTMENT ALLOWANCE (G I BILL)	REEMPLOYMENT RIGHTS/SELECTIVE SERV	CIVIL SERVICE PREFERENCE — FEDERAL	CIVIL SERVICE — STATE	COMPENSATION, SERVICE CONNECTED DISABILITY	PENSION FOR DISABILITY NOT SERVICE CONNECTED	HOSPITAL CARE IN VETERANS ADMINISTRATION FACILITY	MEDICAL CARE AND PROSTHETIC APPLIANCES	DOMICILIARY CARE — FEDERAL	COMPENSATION FOR DEATH DUE TO NAVAL SERVICE	PENSION FOR DEATH NOT DUE TO NAVAL SERVICE	BURIAL ALLOWANCE — FEDERAL	BURIAL FLAGS	HEADSTONE OR GRAVE MARKER	REVIEW OF DISCHARGE	BURIAL IN A NATIONAL CEMETERY	SPECIAL VETERANS RIGHTS IN HOMESTEADING	STATE BONUS	CORRECTION OF NAVAL RECORDS
REFERENCE	USNAVY TRAVEL INSTRUCTIONS	USNAVY TRAVEL INSTRUCTIONS	BU PERS MANUAL ART C-10315 (3)	BU PERS MANUAL ART. C-10315 (1)	BU PERS MANUAL A4T C-10315 (21)	BU PERS MANUAL ART. B-2108	BU PERS MANUAL ART B-2107	BU PERS MANUAL ART C-10503	PL 225-78TH CONGRESS	P.L. 801 - 76TH CONGRESS	PL 16 - 78TH CONGRESS	PL 346 - 78TH CONGRESS	PL 346 - 78TH CONGRESS	PL 346 - 78TH CONGRESS	PL 346 - 78TH CONGRESS	PL 346 - 78TH CONGRESS	PL 783 - 76TH CONGRESS PL 759 - 80TH CONGRESS	PL 359 - 78TH CONGRESS	STATE STATUTES	VET REG 1(A) AND PL 144 - 78TH CONGRESS	VET REG 1(A) AND PL 313 - 78TH CONGRESS	PL 2 - 73RD CONGRESS	PL 346 - 78TH CONGRESS	PL 2 - 73 RD CONGRESS	PL 144 - 78TH CONGRESS AND VET. REG. 1(A)	P. 144 - 78TH CONGRESS PL 483 - 78TH CONGRESS	VETERANS REG 9 (A) PL 866 - 76 TH CONGRESS	PL 166 - 76 TH CONGRESS VET REG 9(a)	24 USC 279	PL 346 - 78TH CONGRESS	PL 526 - 80TH CONGRESS	43 USC 279	STATE STATUTES	PL 601 79TH CONGRESS
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
HONORABLE DISCHARGE																																		
EXPIRATION OF ENLISTMENT																																		
CONVENIENCE OF GOVERNMENT																																		
DEPENDENCY																																		
MINORITY		8																																
DISABILITY																																		
GENERAL DISCHARGE UNDER HONORABLE CONDITIONS																																		
EXPIRATION OF ENLISTMENT																																		
CONVENIENCE OF GOVERNMENT																																		
DEPENDENCY																																		
MINORITY		8																																
DISABILITY			6					5																										
UNSUITABILITY																																		
INAPTITUDE																																		
UNDESIRABLE DISCHARGE																																		
UNFITNESS										1	2	2	2	2	2	2			4	2	2	2	2	2	2	2	2	2					4	
DESERTION WITHOUT TRIAL										1		2	2	2	3				4														4	
FRAUDULENT ENLISTMENT										1	2	2	2	2	2	2			4	2	2	2	2	2	2	2	2	2					4	
TRIAL AND CONVICTION BY CIVIL AUTHORITIES										1	2	2	2	2	2	2			4	2	2	2	2	2	2	2	2	2					4	
BAD-CONDUCT DISCHARGE																																		
AWARDED BY SUMMARY COURT MARTIAL										1	2	2	2	2	2	2			4	2	2	2	2	2	2	2	2	2					4	
AWARDED BY GENERAL COURT MARTIAL										1					3				4											7			4	7
DISHONORABLE DISCHARGE																																		
AWARDED BY GCM — SENTENCE IMMEDIATE OR VIOLATION OF PROBATION										1					3				4											7			4	7
AWARDED BY GCM — AFTER PRISON										1					3				4											7			4	7

1 NSLI IS FORFEITED ONLY WHEN THE INSURED IS GUILTY OF MUTINY, TREASON, SPYING OF DESERTION OR WHEN BECAUSE OF CONSCIENTIOUS OBJECTION HE REFUSES TO PERFORM SERVICES OR WEAR THE UNIFORM (PL 801, 76th CONGRESS)

2 DETERMINATION IN DOUBTFUL CASES AS TO WHETHER THE CHARACTER OF DISCHARGE IS A BAR TO ENTITLEMENT IS MADE BY VETERANS ADMINISTRATION OR OTHER AGENCY ADMINISTERING SUCH BENEFIT. VETERAN IS ELIGIBLE IF CONDITIONS OF DISCHARGE OR RELEASE WERE OTHER THAN DISHONORABLE

3 SUCH VETERAN MAY APPLY AT ANY STATE EMPLOYMENT SERVICE OFFICE FOR ASSISTANCE IN SECURING A JOB, BUT IS NOT ELIGIBLE FOR SPECIAL VETERANS' SERVICES

4 IN GENERAL, A DISCHARGE UNDER DISHONORABLE CONDITIONS IS A BAR TO STATE BENEFITS. DETAILS CONCERNING ELIGIBILITY FOR THIS AND OTHER STATE BENEFITS MAY BE OBTAINED FROM THE APPROPRIATE STATE VETERANS COMMISSIONER

5 VETERAN FORFEITS BENEFIT IF SUCH DISCHARGE IS AWARDED AS A RESULT OF HIS OWN MISCONDUCT

6 NO, UNLESS DUE TO OWN MISCONDUCT, THEN YES

7 BOARD FOR THE CORRECTION OF NAVAL RECORDS REVIEWS GENERAL COURTS MARTIAL DISCHARGES

8 SEE U S NAVY TRAVEL INSTRUCTIONS FOR EXCEPTIONS

This CHART prepared by: CIVIL READJUSTMENT BRANCH, SEPARATION DIVISION, BUREAU OF NAVAL PERSONNEL
DECEMBER 1948

New Rules Cover Assignment Of Enlisted Personnel to Reserve Fleet Shore Duty

New instructions issued by BuPers govern assignment of enlisted personnel to a normal tour of fleet shore duty in the Reserve Fleets.

The instructions, contained in BuPers Circ. Ltr. 241-48 (NDB, 31 Dec 1948), are in keeping with BuPers' policy of permitting personnel to serve a tour of shore duty in the locality of their choice, insofar as practicable. They are:

- Enlisted personnel on duty in the Atlantic Fleet who desire fleet shore duty in the Atlantic Reserve Fleet may submit requests to ComServLant without reference to BuPers.
- Enlisted personnel on duty in the Pacific Fleet who desire fleet shore duty in the Pacific Reserve Fleet may submit requests to ComServPac without reference to BuPers.
- Enlisted personnel in any status other than those described above may request a normal tour of fleet shore duty in any Reserve Fleet Group in accordance with the instructions contained in the current directive governing assignment to shore duty, BuPers Circ. Ltr. 101-48 (NDB, 31 May 1948). These requests will be forwarded to the Chief of Naval Personnel.

The new instructions issued by BuPers in no way change previous regulations that personnel will be carried on only one shore duty eligibility list at a time. These lists are: Chief of Naval Personnel shore duty eligibility list, Chief of Naval Personnel recruiting list. Chief of Naval Personnel Reserve Fleet list or the Service Force commander's shore duty eligibility lists.

4 Reservists First to Retire Under New Retirement Plan

The first three members of the Naval Reserve to become eligible for retirement under the Naval Reserve Non-Disability Retirement Plan (Title III of Public Law 810, 80th Congress) have been placed on the retired list.

They are Captain Grover C. Farnsworth, USNR; Commander Harold D. Padgett, USNR, and Harold K. Kittell, EMC, USNR. As required by law, all are over the age of 60. Captain Farnsworth has completed 26 years of satisfactory Federal service, Commander Padgett 23 years and Chief Kittell 32 years of service.

First member of the Marine Corps Reserve to be retired under the Reserve Retirement Act is Colonel Harvey L. Miller, USMCR. Colonel Miller, who just turned 60, has served 39 years as a Regular and Reserve in the Navy and Marine Corps.

HTA Pilots May Request LTA Training—and Vice Versa

Naval officers qualified as heavier-than-air pilots may now submit applications for training in lighter-than-air duties. Likewise, LTA pilots can apply for HTA training.

The policy of training pilots in both types of aircraft is part of a long-range program to further the integration of LTA into the aeronautic organizations. BuPers Circ. Ltr. 236-48 (NDB, 31 Dec 1948) states. HTA officers qualifying in LTA may expect normal rotation between LTA and HTA duties and will be considered primarily HTA aviators. When they are ordered to LTA duties they will find sufficient service type aircraft available for them to maintain HTA flying proficiency.

Officers interested in such training are invited by the letter to submit applications to the Chief of Naval Personnel (Attn: Pers-316).

The Fleet Holds Intensive Training Exercises

One of the most intensive fleet training exercises in recent years was held in early 1949 in the Atlantic and Caribbean area. Fifteen ships, organized as a task force, were involved and besides the ships' regular crews there were some 4,200 Reservists aboard for annual two-week training duty.

Ships comprising the task force were as follows: Two aircraft carriers—USS *Kearsarge* (CV 33) and USS *Leyte* (CV 32), one battleship—USS *Missouri* (BB 63) one antiaircraft cruiser—USS *Juneau* (CL 119), three light cruisers—USS *Fargo* (CL 106), USS *Portsmouth* (CL 102) and USS *Huntington* (CL 107), four destroyers—USS *Brownson* (DD 518), USS *McCord* (DD 534), USS *Fiske* (DD 842) and USS *Joseph P. Kennedy Jr.* (DD 850), and four light minelayers—USS *Shannon* (DM 25), USS *Thomas E. Fraser* (DM 24) USS *Shea* (DM 30) and USS *Harry F. Bauer* (DM 26).

The ships rendezvoused at sea after departing east coast ports. *Missouri* and *Juneau* operated out of Norfolk, Va.: *Kearsarge*, *Leyte* and Destroyer Squadron 10, out of Newport, R. I.: Portsmouth, out of New York, N. Y.: *Huntington*, out of Philadelphia, Pa.; Minelayer Division 2, out of Charleston, S. C.; and *Fargo*, out of Boston, Mass.

Intensive training exercises were conducted enroute to and from Guantanamo Bay, Cuba. The personnel training program aboard *Missouri* was arranged in a practical manner and received favorable comment from those involved. Wherever possible, Reserve officers were assigned as "running mates" to the ship's officers, and Reserve enlisted men as "buddies" to ship's company men.

One of the most interesting training exercises on board *Missouri*, from a spectator standpoint, was the pickup of mail by helicopter from *Kearsarge* enroute to Guantanamo Bay. Pilotless aircraft launched from *Missouri* and firing of the 16-inch guns also attracted much interest.

Liberty for the task force was as follows: *Missouri, Kearsarge, Leyte, Huntington* and DesDiv 10—NOB, Guantanamo Bay, Cuba; *Fargo* and *Portsmouth*—Port au Prince, Haiti; *Juneau* and Minelayer Division 2—Kingston, Jamaica; DesDiv 102—Santiago, Cuba.

While at Guantanamo Bay, *Missouri's* crew was granted liberty on a quota basis to visit Guantanamo City and Caimanera, besides regular liberty at the Naval Operating Base.

On the morning of departure from Guantanamo Bay, the task force took part in an extensive sea and air search for a British passenger plane reported down southeast of Bermuda.

The battleship *Missouri* is the only ship of its class in service. It is also a historic ship, as upon its decks the Japanese Instrument of Surrender was signed on 2 Sept 1945, in Tokyo Bay. A plaque in the deck marks the location.

Upon return to home ports, the ships disembarked Reservists for return to their homes.—E. L. Murray, JOC, USNR

DECORATIONS & CITATIONS



★ Barr, Robert Guilton, Jr., SM3, USNR, Crystal Springs, Miss.: Aided in rescuing 300 troops from USS *Campbell*, aground on a reef off Cape Nelson, New Guinea, 22-23 Dec 1944.

★ Bell, Roy Amelia, GM1, USN, Revere, Mass.: Rescued a seaman from Humboldt Bay, New Guinea, swimming through heavy ground swells, 30 Mar 1945.

★ Bishop, Leroy Wikle, GM2, USNR, Huntsville, Ala.: Rescued a wounded man who fell into the sea between two vessels while being transferred from one to the other, 7 June 1944 off the coast of France.

★ Briggs, Robert Jr., QM2, USNR, Pittsburgh, Pa.: In an attempt to save a seaman from drowning off the landing dock at Wakayama, Japan, 30 Sept 1945, he supported the struggling man for 20 minutes although repeatedly pulled under.

★ Challis, Alexander Carl, PH2, USNR, Haddon Heights, N. J.: While under intense machinegun and mortar fire, he boldly moved up and down the line to care for and assist in evacuating the wounded at Guam, 21-22 July 1944, while serving as a hospital corpsman with the 21st Marines.

★ Everett, Daniel Dalton, PH1, USNR, Mindenhal, Miss.: Although wounded he voluntarily moved from point to point, treating wounded personnel while under shell and mortar fire on Saipan Island 15-16 July 1944, until ordered evacuated by a medical officer.

★ Golding, Jim, CCM, USNR, Amarillo, Tex.: Rescued an injured observer from a burning plane off Saipan 19 June 1944.

★ Haffey, Herbert William, AD1, USN, Framingham, Mass.: During a fire which occurred at Hangar No. 1, John Rodgers Airport, Naval Air Facility, Honolulu, T.H., on 10 June 1947, he aided in preventing loss of property and life by his initiative and conduct fighting the fire.

★ Kauppi, Henry William, PH1, USNR, Vernoia, Ore.: Supervised the treatment and evacuation of more than 150 casualties under heavy mortar and small-arms fire, while serving with Company F, Second Battalion, 7th Marines in action against the Japanese, Peleliu Island 15 Sept to 26 Oct 1944.

★ Kearns, William Harland, LT USNR, New York, N. Y.: Rescued the pilot of a PBM attached to USS *Pine Island* when that plane crashed and exploded during an exploratory fight on the Continent of Antarctica near Cape Dart in connection with Operation Highjump 30 Dec 1946.

★ Lumsden, Joe Edmond, AMM2, USN, Burbank, Calif.: During a fire which occurred at Hangar No. 1, John Rodgers Airport, Naval Air Facility, Honolulu, T.H., he helped move gasoline and oil drums and an R5D from the flames, 10 June 1947.

★ Macklin, Jack Eaton, HMC, USN, Wilmington, Del.: Rescued a marine who was in danger of drowning in a strong riptide at the edge of the barrier reef of an atoll in the Marshall Islands, 10 Mar 1945.

★ Olechnowicz, Myron S., ADC, USN, Claremont, N. H.: Extinguished a fire in an airborne plane near Okinawa, 20 Oct 1947.

★ Poncel, Raymond Julius, MM2, USN, Minneapolis, Minn.: Effected the rescue of a member of the crew of USS *Midway* from the waters of the Gulf D'Hyeres, France, 16 Feb 1948.

★ Reid, John Wallace, BM2, USNR, LaGrange, Ga.: Saved three civilians from a burning house while on Shore Patrol duty in Portland, Ore., 22 Nov 1945.

★ Ross, Charles William, Jr., EMC, USN, Catonsville, Md.: During a typhoon on 18 Dec 1944 while serving aboard USS *Dewey*, he maintained electrical power on the ship and carried valuable information between the I.C. room and the engine room under hazardous conditions.

★ Settembrino, Carmine, SSM2, USNR, Lyndhurst, N. J.: Extinguished a serious fire on board USS *Monterey* during a typhoon in the Philippine Island area on 18 Dec 1944.

★ Warr, William "G." "II.," AD2, USN, Reading, Pa.: Rescued the pilot of a PBM, attached to USS *Pine Island*, when the plane crashed and exploded during an exploratory flight on the Continent of Antarctica near Cape Dart in connection with Operation Highjump, 30 Dec 1946.



HERO R. R. Hazelwood, MESN, was commended for a lifesaving feat by CAPT W. M. Moses for the SecNav.

Navy Sets Up School System in Trust Territory

Under guidance of the Navy, an efficient school system is in operation in the Truk District of the Trust Territory of the Pacific Islands.

The 45 schools of the district are the outgrowth of two hospital tents used in the beginning of the program. Lieutenant William O'Brian, USN, educational officer in the Truk District, fathered the project in the fall of 1946 and has guided its growth since.

Natives of the 128 villages scattered throughout the district are receiving practical instruction in personal hygiene and health. School farms give students a working knowledge in agriculture. Other types of instruction qualify students for hospital corpsmen, office workers, bookkeepers and storekeepers. The natives, who must be in the 16 to 28 age bracket, have shown keen interest in learning English.



LT O'Brian

The first teachers for the program were selected from qualified wives of naval personnel in the area. Now, the Pacific Islands Teacher Training School is turning out qualified instructors from native students.

BOOKS: FICTION AND FACTS THE FARE FOR MARCH

OUR books this month come under two headings: entertainment and information, with entertainment in the lead. But the information is important, too—*essential*, even, when a misguided sea-lawyer needs to be pinned down with a clincher. Fact or fiction, they're no further away than your ship or station library.

• *There Is No Armour,* by Howard Spring; Harper and Brothers.

Ted Pentecost, a middle-class boy of Manchester, England, determined early in life to become a famous artist. During his upward struggles, two women loved him—the gentle, beautiful Prue whom he married and who bore him a son; and Iris Randle, the gay, generous, captivating girl who rose from the music halls to become one of England's great actresses. And there is another woman in the story—Blanche, Ted Pentecost's sister, whose ambitions ran as high as his own until she faced the heartbreak of compromising with ambition.

There is a feeling of depth and sweep in this novel—a sense of time and change that carries the reader along, causing him to live the story as he reads it. Through it all go the sounds and scents of the ocean and of Manchester and Cornwall. It's an absorbing and turbulent novel in which the reader will lose himself completely.

The story encompasses two wars, life and death, heartbreak and triumph, a wide range of moral values. It's good reading, by the author of *My Son, My Son.*



Sea Hawk, Tacoma

'He's acted like that ever since one of his cartoons appeared in *All Hands.*'

* * *

• *Point of No Return,* by John P. Marquand; Little, Brown and Company.

This is the story of Charles Gray of New York City and suburban Sycamore Park, Conn. It's the story, too, of Charles Gray's wife, Nancy, and of his children, Evelyn and Billy. It's the story of the New York banking and country-club set and, through much of the book, it's the story of Clyde, Mass., in the early years of this century.

Despite the big part "The Stuyvesant," the New York bank, plays in the book, the long flashback to Clyde comprises the heart of the narrative. It was there that Charlie sweated through ladies'-club readings with his mother, listened to long discussions of "the System" by his defeatist father. And it was there that Charlie fell in love with a top-drawer citizen's only daughter. . . .

The story has a quality that is difficult to describe. It has a nostalgic quality in the chapters laid in the period 20 years ago and more; it has the same quality, to a lesser degree, in the passages concerned with today's New York commuters. Still, much of it is as immediate in its theme as this morning's newspaper.

It's a big new book by the author of *So Little Time* and *H. M. Pulham, Esq.*

* * *

• *The Big Barbecue,* by Dorothy B. Hughes; Random House.

Lots of people talk about making a million dollars, but with Ariadne Pontius it wasn't just talk. She went into action.

The first step in her plan was to move the family from its small, safe New York apartment to the wilds of a New Mexico valley. The valley turned out to be one over which hangs the shadow of a hill—a hill well-known in connection with atomic development. But to a young, beautiful, determined young lady, even the atom is a minor worry compared to the danger of love stuff which doesn't fit into a million-dollar plan.

It's light spring reading that will take you a long way from the fireroom and motor launch—a *long* way. Written by the author of *Ride the Pink Horse.*

* * *

• *The World Almanac and Book of Facts, 1949;* E. Eastman Irvine, Editor; New York World-Telegram.

Here is the grand old man of almanacs, now in its 64th year of publication. There are no articles in this volume, and few long unbroken passages of text; yet it has as many pages as the other almanac and the pages are as large. Its subject matter extends from "A" to Zoological Park, New York City. And it covers the vast expanse between—an expanse jam-packed with reliable facts.

This one is being sent to each and every Navy library. And if the exec's yeoman locks it up in his desk, you can get one of your own for a buck at the corner drugstore.

* * *

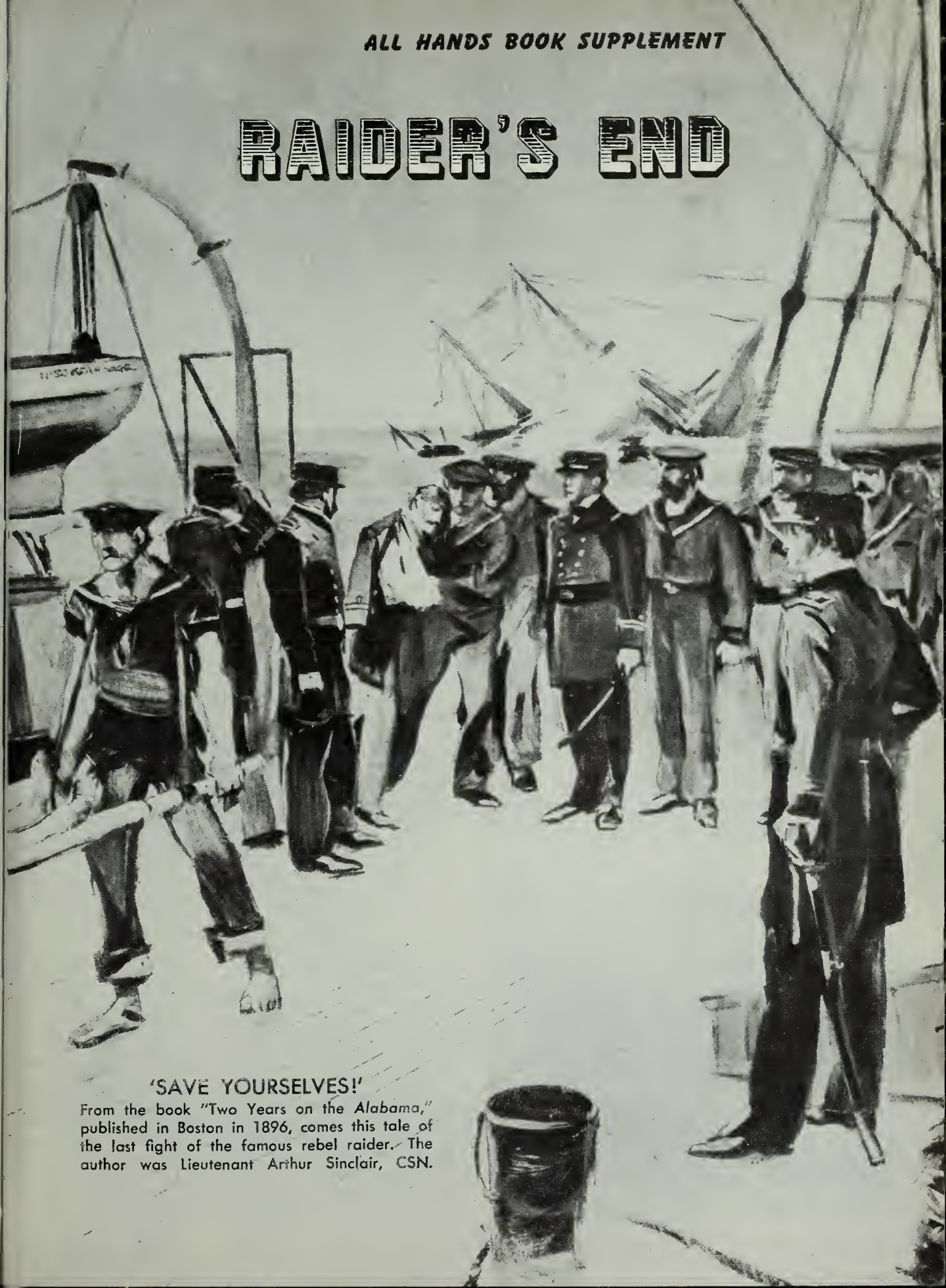
• *The New Information Please Almanac 1949,* John Kieran, Editor; Farrar, Straus and Company.

Want to know how many people immigrated to the U. S. from Ireland in 1820? Want to know how far it is from here to a star? Want to learn all about the political systems in South America? If so, this is the book that will tell you.

The Information Please Almanac made its first appearance in 1947. Its editor is a former sports editor and newspaper columnist who is now one of the experts on the famous radio program "Information Please." In addition to tabulating facts and statistics, this almanac includes many full-length articles. "A Word or Two," by George Bernard Shaw; "Man and Freedom," by Harold E. Stassen, and "The Attitude of the World Council of Churches," by Charles P. Taft are a few of those appearing in the 1949 edition. Also, there is a "Review of the Year" on six different subjects: Washington, Sports, Theater, Fiction, Screen, and Music—each written by an expert in his particular field.

The volume is very thorough in covering almost every conceivable subject of interest, whether it be history, government, economics or astronomy. It's interesting, too, just to browse through.

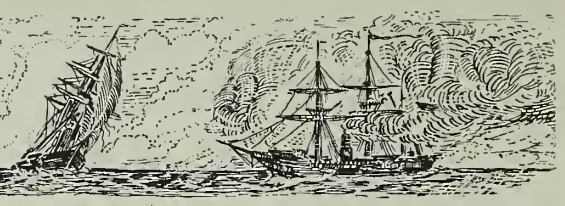
RAIDER'S END



'SAVE YOURSELVES!'

From the book "Two Years on the *Alabama*," published in Boston in 1896, comes this tale of the last fight of the famous rebel raider. The author was Lieutenant Arthur Sinclair, CSN.

RAIDER'S END



Sunday was always a lucky day for doughty Captain Raphael Semmes of the Confederate States Navy, known as "Old Beeswax" to his revering crew.

It was a Sunday on which Semmes took his ship Sumter *through the Yankee blockade and began a privateering expedition which netted* 17 *Union ships. On another Sunday he commissioned his second ship,* CSS Alabama, *with which—on another Sunday—he captured his finest prize, a large vessel laden with Yankee banknotes, silver bullion and* 700 *passengers. If any single commander in any single ship could be pointed out as contributing most to an enemy's discomfort and consternation in wartime, such must be Semmes and his* 1,000*-ton sailing-steamer* Alabama.

In the less than two years—from August, 1862 *to June,* 1864*—between its commissioning and its sinking,* Alabama *criss-crossed a web over two-thirds of the world, leaving in its wake a trail of broken, blazing, sinking or captured Yankee ships. In its short career, the rebel raider is said to have captured or destroyed* 70 *Union vessels.*

She was a famous ship both before and after her two-year career. Abroad she was the most important diplomatic question in U. S.-British relations, and at home she was the topic of many a heated argument over the salt-cracker barrel.

Built as "Number 290*" by the pro-Confederate British at Birkenhead, England, in* 1862*, the ship managed to slip out of port only one day ahead of a Union-inspired demand for its retention. Semmes took over the ship in the Azores, christening her* Alabama *and manning her with an unbalanced complement of* 30 *officers and* 80 *men.*

Thereafter the whole world watched the wake of this most famous of the few Confederate ships. As the reports came in, vast numbers of Union ships went in search all over the world for the raider.

The end came at Cherbourg, France, when the superior Yankee cruiser Kearsarge *cornered her in the harbor, as recorded here by Lieutenant Arthur Sinclair,* CSN.

The date was 11 *June* 1864*—Sunday, Semmes' lucky day turned red-letter day. . . .*

WE HAVE cruised from the day of commission, August 24, 1862, to June 11, 1864, and during this time have visited two-thirds of the globe, experiencing all vicissitudes of climate and hardships attending constant cruising. We have had from first to last two hundred and thirteen officers and men on our pay-roll, and have lost not one by disease, and but one by accidental death.

Immediately after arrival in Cherbourg, an officer was sent with a communication to the port admiral, asking permission to land our prisoners of *Rockingham* and *Tycoon,* our last two captures, which was promptly granted. Permission was also asked for docking privileges at the only available yard which belonged to the government. Some delay was experienced before the answer to this request was given; the French Emperor, whose permission must first be obtained, being absent from Paris at the watering-place of Biarritz. Pending the matter, several days elapsed. In the meantime, the captain of Union's *Kearsarge,* hearing of our arrival, steamed from Flushing, and entered the harbor on the 14th, just three days after we did. Without anchoring, he sent a boat on shore; and then steamed to sea again just outside the breakwater. It seems the principal object of the visit was to ask permission to receive on board *Kearsarge* the prisoners recently landed by ourselves. This would seem, indeed, the sole object of the visit; for it was generally understood, both among the officers of the French squadron and the citizens of Cherbourg, and it was noised abroad by the newspaper press, that *Alabama* was going in dock for thorough repairs. It was also generally known that it had been decided to give both the officers and men of *Alabama* several months' leave of absence. Captain Winslow of *Kearsarge* could hardly have contemplated cutting us out from under the Emperor's wing as *Florida* was cut out at Bahia; he could not have contemplated waiting outside the harbor for us until our repairs were made; whether he knew Semmes so well as to be assured of a challenge if he put in an appearance has never transpired. The challenge alone is a matter of history.



SINKING of *Alabama* is depicted in *Century* Magazine.

Semmes lost no time, however, after the appearance of *Kearsarge* in obtaining from Commodore Samuel Barron, the superior officer in charge of naval matters abroad, permission to offer her battle. Then through the United States consul he forwarded to Captain Winslow a communication to the effect that if he would wait until he could get his coal aboard he would go out and fight him. I have often been asked why Semmes should decide to fight in his disabled condition a ship so much his superior as to number of crew, armament, and speed; with

the full knowledge, also, that the midship section of *Kearsarge* was protected by bights of chain cables hung over her sides. That is manifestly a question I cannot undertake to answer.

] 2 [

It being a settled thing that the fight is to take place, preparations are made for it accordingly. Boatswain Mecaskey has his gang busy stoppering standing rigging, sending down light spars, and disposing of all top-hamper. Gunner Cuddy is overhauling the battery, and arranging the shot and shell rooms for rapid serving of guns, and coals are ordered for our bunkers. We had settled down to the presumption that rest had at last been reached. But no rest now for the weary. Commander Kell, the executive officer, who doubtless had looked upon his arduous duties as virtually closed, was a busier man than ever, and with perhaps the gravest responsibility ever thrust upon his shoulders. He will have no pleasant run up to Paris, as arranged, and maybe never. We are to enter the arena on Sunday, the nineteenth. Our officers, other than the special ones engaged in the preparation of the ship for action, are determined to make the most of the days and hours at their disposal with shipmates and brother officers arrived from Paris. A round of pleasures is inaugurated, and the cafes patronized with an enthusiasm only known to the habitually hungry. We had been on the eternal "salt-horse" for nearly three months, and, as Joe Wilson put it, needed to be fattened for the slaughter.

We have passed a number of hours during our stay perfecting our crew in boarding-exercise, in which they were already quite proficient, and have them now, we think, fully up to the mark. Saturday evening finds us coaled, and in fine inspection order. Kell has inspected the ship after his arduous week's labors, and reported her to Semmes quite ready in all departments for to-morrow's work. Our men have conducted themselves with perfect propriety, and no breaches of the regulations have occurred. They are fully aware of the importance of clear heads and steady nerves. Our comrades of the navy who had come from Paris, to assist if allowed, have spoken their good-bys and earnest wishes for our success, and the vessel is cleared of all shore people. We are left to our own thoughts. All hands "turn in" early for a sound, refreshing sleep, so as to be on deck in the best of shape on the morrow.

] 3 [

Sunday morning, June 19, 1864, preparations for the fight are made early in the day. At breakfast the officers are advised of the last communication with shore, and to make their arrangements accordingly. Soon after breakfast the yacht *Deerhound,* which we had observed to be getting up steam, moved out of the port, passing quite near us. The party on her were watching us with glasses, though no demonstration occurred, even from the ladies. At this time it was unknown to us that the departure was for the purpose of taking up a position of vantage to observe the engagement. We had no communication with the yacht or her people, and did not know but that her owner was continuing his pleasure-cruise. She passed from sight, and the French iron-clad frigate *Couronne* weighed anchor and stood out of the harbor. We could readily surmise that her purpose was to police the channel at the three-mile limit and overlook the fight. She never moved from the league distance during the entire period of the engagement, nor did she offer any assistance at the termination. The neutrality of *Couronne* was of the positive, unmistakable kind. It would have occupied a court but a short time to consider and pass upon it.

Between ten and eleven o'clock we got underway, and stood out of the harbor, passing the French liner *Napoleon* quite near. We were surprised and gratified as she manned the rigging and gave us three rousing cheers, her band at the same time playing a Confederate national air. It must have been an enthusiasm of local birth, a sort of private turn-out of their own.

Sailors are generous fellows, and always take sides, when allowed, with the little fellow underneath. The scene from the deck of *Alabama* is one never to be effaced from memory. We are passing out of the harbor through the dense shipping, the bulwarks of all of them crowded with heads watching our exit, and the shores and mole a moving mass of humanity. The day is perfect, scarcely a breath of air stirring, and with but a light cloud here and there in the sky. We soon clear the mole, and shape our course for the offing, to testify by blows and blood the sincerity of our faith in the justice of our cause, and to win, if possible, a crowning triumph for our brave commander.

Our ship as she steams offshore for her antagonist, hull down in the distance and waiting for us, presents a brave appearance. The decks and brass-work shine in the bright morning sunlight from recent holystoning and polishing. The crew are all in muster uniform, as though just awaiting Sunday inspection. They are ordered to lie down at their quarters for rest while we approach the enemy. A beautiful sight—the divisions stripped to the waist, and with bare arms and breasts looking the athletes they are. The decks have been sanded down, tubs of water placed along the spar-deck, and all is ready for the fray. The pipe of the boatswain and mates at length summons all hands aft; and Semmes, mounting a gun-carriage, delivers a stirring address:—

"Officers and Seamen of the *Alabama:* You have at length another opportunity of meeting the enemy—the first that has been presented to you since you sunk *Hatteras.* In the meantime, you have been all over the world; and it is not too much to say that you have destroyed, and driven for protection under neutral flags, one-half of the enemy's commerce, which at the beginning of the war covered every sea. This is an achievement of which you may well be proud; and a grateful country will not be unmindful of it. The name of your ship has become a household word wherever civilization extends. Shall that name be tarnished by defeat? The thing is impossible. Remember that you are in the English Channel—the theatre of so much of the naval glory of our race—and that the eyes of all Europe are at this moment upon you. The flag that floats over you is that of a young republic, who bids defiance to her enemies whenever and wherever found. Show the world that you know how to uphold it. Go to your quarters."

] 4 [

Again at quarters, and resting "at will." It is the hour of prayer in old England; and many a petition is now going up to the God of battle and of mercy for these brave fellows, many of them now about to embrace their watery winding-sheets. We are soon up with the cavalcade and leave *Couronne,* the yacht still steaming seaward, and evidently bent upon witnessing the engagement. She is about two miles distant at the time we "open the ball." *Kearsarge* suddenly turns her head inshore and steams towards us, both ships being at this

RAIDER'S END (CONT.)

time about seven or eight miles from the shore. When at about one mile distant from us, she seems from her sheer-off with helm to have chosen this distance for her attack. We had not yet perceived that *Kearsarge* had the speed of us. We open the engagement with our entire starboard battery, the writer's thirty-two pounder of the port side having been shifted to the spare port, giving us six guns in broadside; and the shift caused the ship to list to starboard about two feet, by the way, quite an advantage, exposing so much less surface to the enemy, but somewhat retarding our speed. *Kearsarge* had pivoted to starboard also; and both ships with helms a-port fought out the engagement, circling around a common centre, and gradually approaching each other. The enemy replied soon after our opening; but at the distance her pivot shell-guns were at a disadvantage, not having the long range of our pivot-guns, and hence requiring judgment in guessing the distance and determining the proper elevation. Our pivots could easily reach by ricochet, indeed by point-blank firing, so at this stage of the action, and with a smooth sea, we had the advantage.

The battle is now in earnest; and after about fifteen minutes' fighting, we lodge a hundred-pound percussion-shell in her quarter near her screw; but it fails to explode, though causing some temporary excitement and anxiety on board the enemy, most likely by the concussion of the blow. We find her soon after seeking closer quarters (which she is fully able to do, having discovered her superiority in speed) finding it judicious to close so that her eleven-inch pivots could do full duty at point-blank range.

We now ourselves noted the advantage in speed possessed by our enemy; and Semmes felt her pulse, as to whether very close quarters would be agreeable, by sheering towards her to close the distance; but she had evidently reached the point wished for to fight out the remainder of the action, and demonstrated it by sheering off and resuming a parallel to us. Semmes would have chosen to bring about yard-arm quarters, fouling, and boarding, relying upon the superior physique of his crew to overbalance the superiority of numbers; but this was frustrated, though several times attempted, the desire on our part being quite apparent. We had therefore to accept the situation, and make the best of it we could, to this end directing our fire to the midship section of the enemy, and alternating our battery with solid shot and shell, the former to pierce, if possible, the cable chain-armor, the latter for general execution.

Up to the time of shortening the first distance assumed, our ship received no damage of any account, and the enemy none that we could discover, the shot in the quarter working no serious harm to *Kearsarge*. At this distance we were now fighting (point-blank range), the effects of the eleven-inch guns were severely felt, and the little hurt done the enemy clearly proved the unserviceableness of our powder, observed at the commencement of the action.

The boarding tactics of Semmes having been frustrated, and we unable to pierce the enemy's hull with our fire, nothing can place victory with us but some unforeseen and lucky turn. At this period of the action our spanker-gaff is shot away, bringing our colors to the deck; but apparently this is not observed by *Kearsarge*, as her fire does not halt at all. We can see the splinters flying off from the armor covering of the enemy; but no penetration occurs, the shot or shell rebounding from her side. Our colors are immediately hoisted to the mizzen-mast-head.

The enemy having now the range, and being able with her superior speed to hold it at ease, has us well in hand, and the fire from her is deliberate and hot. Our bulwarks are soon shot away in sections; and the after pivot-gun is disabled on its port side, losing, in killed and wounded, all but the compresser-man. The quarter-deck thirty-two pounder of this division is now secured, and the crew sent to man the pivot-gun.

The spar-deck is by this time being rapidly torn up by shell bursting on the between-decks, interfering with working our battery; and the compartments below have all been knocked into one.

Alabama is making water fast, showing severe punishment; but still the report comes from the engine-room that the ship is being kept free to the safety-point. She also has now become dull in response to her helm, and the sail-trimmers are ordered out to loose the head-sails to pay her head off. We are making a desperate but forlorn resistance, which is soon culminated by the death-blow. An eleven-inch shell enters us at the water-line, in the wake of the writer's gun, and passing on, explodes in the engine-room, in its passage throwing a volume of water on board, hiding for a moment the guns of this division. Our ship trembles from stem to stern from the blow. Semmes at once sends for the engineer on watch, who reports the fires out, and water beyond the control of the pumps. We had previously been aware our ship was whipped, and fore-and-aft sail was set in endeavor to reach the French coast; the enemy then moved in shore of us, but did not attempt to close any nearer, simply steaming to secure the shore-side and await events.

]5[

It being now apparent that *Alabama* could not float longer, the colors are hauled down, and the pipe given, "All hands save yourselves." Our waist-boats had been shot to pieces, leaving us but two quarter-boats, and one of them much damaged. The wounded are despatched in one of them to the enemy in charge of an officer, and this done we await developments. *Kearsarge* evidently failed to discover at once our surrender, for she continued her fire after our colors were struck. Perhaps from the difficulty of noting the absence of a flag with so much white in it, in the powder smoke. But, be the reason what it may, a naval officer, a gentleman by birth and education, would certainly not be guilty of firing on a surrendered foe; hence we may dismiss the matter as an undoubted accident.

Kearsarge is at this time about three hundred yards from us, screw still and vessel motionless, awaiting our boat with the wounded. The yacht is steaming full power towards us both. In the meantime, the two vessels are slowly parting, *Alabama* drifting with her fore-and-aft sails set to the light air. The inaction of *Kearsarge* from the time of the surrender until the last man was picked up by the boats of the two vessels will ever remain a mystery to all who were present, and with whom the writer has since conversed. The fact is, *Kearsarge* was increasing her distance slowly and surely all the time. Whether the drift of our ship under the

sail that was set was accomplishing this alone I am not prepared to say.

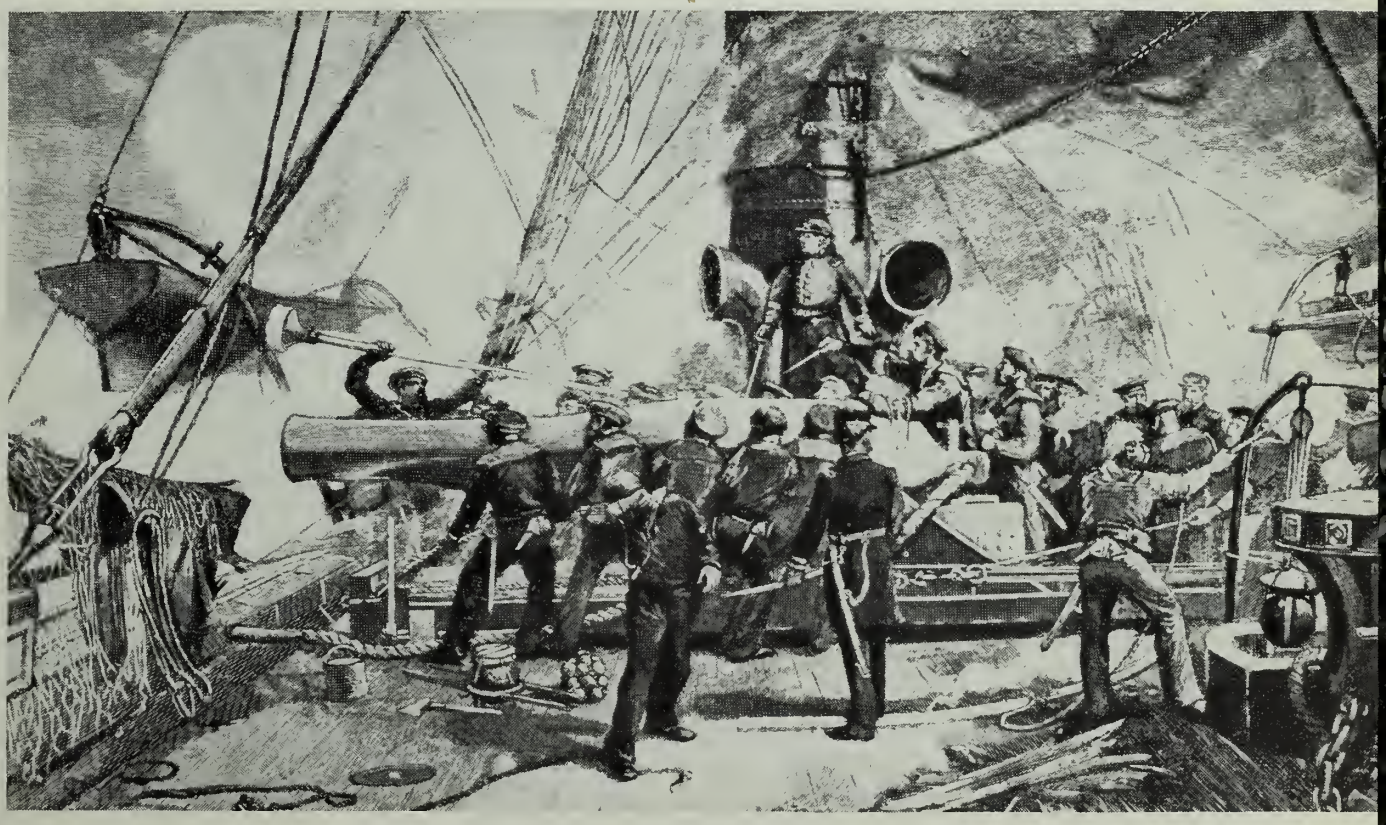
Deerhound approaches *Kearsarge,* and is requested by Capt. Winslow to assist in saving life; and then, scarcely coming to a full stop, turns to us, at the same time lowering all her boats, *Kearsarge* doing the same. The officers and crew of our ship are now leaving at will, discipline and rule being temporarily at an end. The ship is settling to her spark-deck, and her wounded spars are staggering in the "steps," held only by the rigging. The decks present a woeful appearance, torn up in innumerable holes, and air-bubbles rising and bursting, producing a sound as though the boat was in agony. Just before she settled, it was a desolate sight for the three or four men left on her deck.

Engineer O'Brien and myself were standing by the forward pivot port, a man from his department near, as his companion for the coming swim, a man from my gun division to act in the same capacity with me; namely, mutual aid and assistance. We comprised all remaining on board of the late buoyant and self-confident band. The ship had settled by the stern, almost submerging it, and bringing the forward part of the hull, consequently, out of water. We were all stripped for the swim, and watching with catlike intensity the rise of air-bubbles from the hatches, indicating that the ship would yet float. From the wake of *Alabama,* and far astern, a long, distinct line of wreckage could be seen winding with the tide like a snake, with here and there a human head appearing amongst it. The boats were actively at work, saving first those who were without such assistance.

It has frequently been asked me, and in a recent conversation with Engineer O'Brien I found the question had been put to him often, "Why did you remain so long on board?" We both seem to have been actuated by the same motive and impulse, first to avoid the confusion and struggle going on in the efforts to reach the wreckage; but the paramount feeling with me was inability to grasp the fact that *Alabama* was gone! Our home! around which clustered memories as dear and cherished as attended that first childhood one, and the faculties utterly refused to have the stubborn fact thus ruthlessly thrust upon them. They are rude wrenches these, that scatter shipmate from shipmate in a twinkling, some to death, as in our case, and bury out of sight forever the ship which had come to be the material embodiment of a cause dear almost as life. A happier ship-hold it would be difficult to realize or picture, a sympathetic heart encountered at each turn of mess-room or quarter-deck, and this for two long years. O'Brien broke into the revery or day-dream by unceremoniously pushing the writer overboard, and following in his wake. It need scarcely be added that the bath cooled effectually the heated and disturbed brain, and turned the thoughts of all four of us to the practical question of the moment—how expert a swimmer are you?

Alabama's final plunge was a remarkable freak, and witnessed by O'Brien and myself about one hundred yards off. She shot up out of the water bow first, and descended on the same line, carrying away with her plunge two of her masts.

Kearsarge mounted two eleven-inch Dahlgren shell guns, four thirty-two pounders, and one rifled twenty-eight pounder. *Alabama* mounted more guns; but the difference in the bore of the pivot-guns of the two ships gave *Kearsarge* much more weight of metal at a broadside, and made the disparity very great. The action lasted one hour and a half.



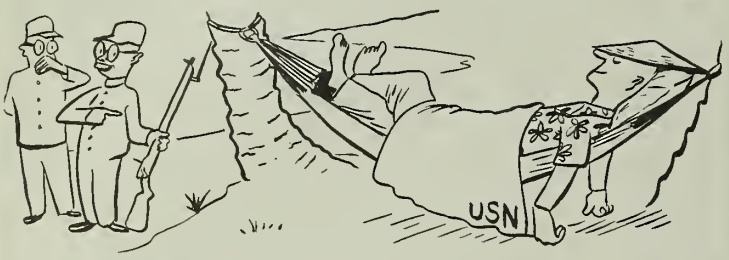
INTERESTING picture in *The Century Magazine* of April 1886 shows 11-inch forward-pivot gun on *Kearsarge.*

TAFFRAIL TALK

AT LEAST one man we know of lived right under Japanese noses throughout the fighting part of the war.

Chief Steward Clemente Morada, USN, a native of Cavite in the Philippines, was serving on board USS *Canopus* at Cavite when war broke out in 1941.

Transferred ashore with the crew in April 1942, Morada hid out in the hills for four months, then joined his family in Cavite in the midst of Japanese occupation forces. Although in imminent danger



of being picked up, Morada would not give himself up as a prisoner of war, choosing instead to pose as a non-combatant native. Had his Navy status been discovered, he likely would have been executed as a spy.

For three years he remained with his family, evacuating his house in April 1945, the day before an American incendiary bomb burned it to the ground. Two months later, when the Navy had set up headquarters in Manila, Morada put on his uniform again and surprised the duty officer by reporting in for active service.

* * *

"Commander of all pooches in the Mediterranean"—and therefore ComPoochMed—is a canine by the name of Pobo, according



to information from USS *Harlan R. Dickson* (DogDog 708).

Asked what he thought of the tincan Navy, Pobo is reputed to have replied either, "Ruff, ruff" or "Rough, rough." Nobody on *Dickson* can say which.

* * *

"The ship came in—and we mean it had stores aboard—for Chief Storekeeper Al J. Pierre, USN" says a notice received here.

Seems the chief was seated at the breakfast table of his home in Dayton, Ohio, when he spied a contest announcement on the package of his breakfast cereal. It took him five minutes to write his entry, which turned out a winner.

The prizes—free food for a family of four for a year and a new bicycle.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where specal circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: The nation's flag is raised on board an unidentified ship at Naval Supply Center, Oakland, Calif. Note famous San Francisco Bay Bridge in the background.


COLORFUL

PERSONAL SUBSCRIPTIONS AVAILABLE TO ALL HANDS



HERE'S HOW

Send check or money order for two dollars ($2.00) for one year's subscription—12 issues—to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Check or money order should be made payable to Superintendent of Documents

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

APRIL 1949



WET WASH



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1949 Navpers-O NUMBER 386

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

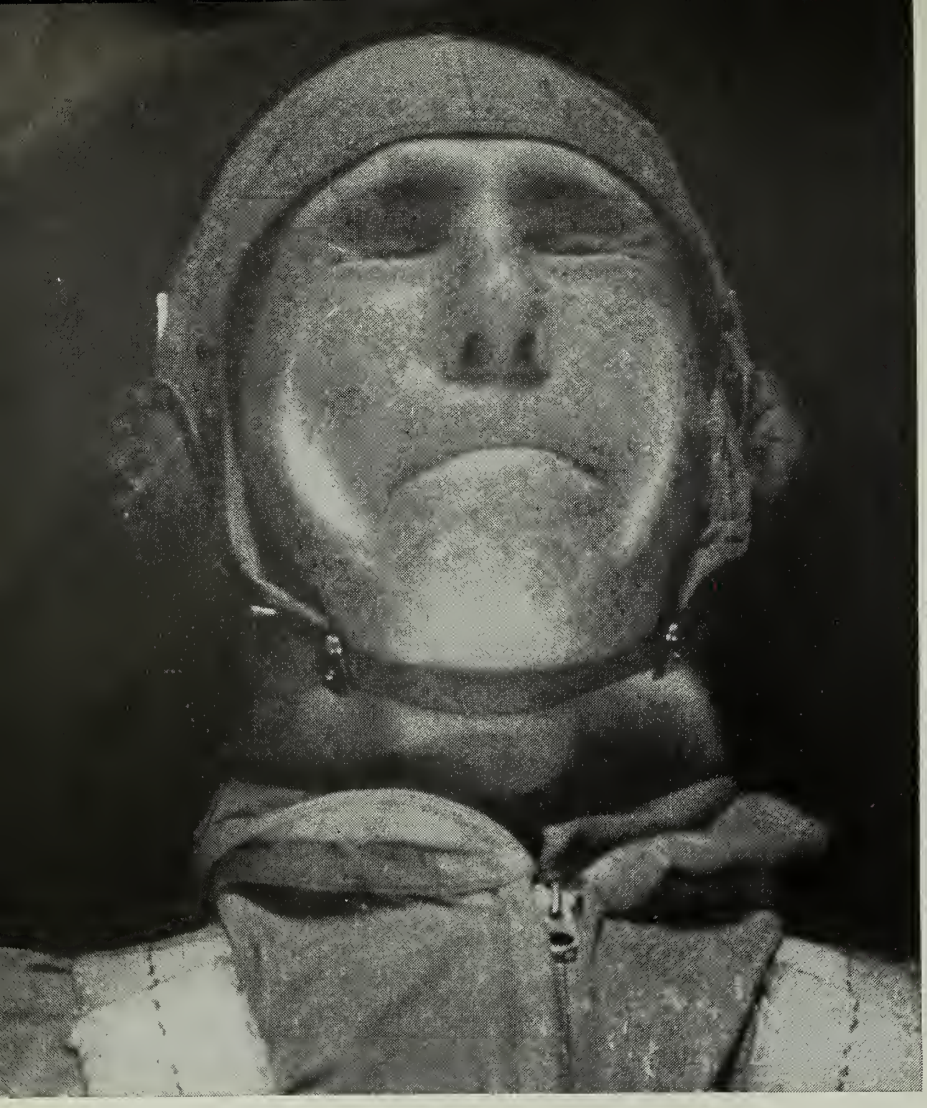
TABLE OF CONTENTS

	Page
Scientists Study Airstream's Effect on Man	2
Salt and Spice Flavor Sea Chanties	5
The Word	6
Exercises in Cold Weather	8
Ships, Planes and Men Tested in Maneuvers	10
Gunners Keep Up with the Technical Navy	12
Fitness and Fun	16
Navy Sports Roundup	18
Sea, Air and Land Transportation in Reserve	20
Volcano Sleuths	24
Hot Poppas Learn New Fire Fighting Methods	27
Letters to the Editor	28
The Battle of the Bubble	31
Today's Navy	32
Servicescope: Army and Air Force Affairs	40
Bulletin Board	42
How You Stand on SDEL	42
All-Navy Photo Contest	44
Legislative Roundup	47
Word on Recruiting Duty	48
Essay Contest for EMs	52
Precedence in Ratings	54
Directives in Brief	55
Decorations and Citations	56
Books: Characters, Locales Varied	58
Book Supplement: *Arctic Ordeal*	59
Taffrail Talk	64

• FRONT COVER: Typical of Wave recruits at the Naval Training Center, Great Lakes, Ill., is this group of happy faces.—*All Hands* photo by Duke McEleny.

• AT LEFT: During operations the towing cable has been passed from the carrier USS *Leyte* (CV 32) to the destroyer USS Massey (DD 778) and along with other lines will help keep the ships close together to prevent parting of the fuel hose.

CREDITS: All photographs published in *All Hands* are official U. S. Navy photos unless otherwise designated: p. 10, upper, AP; pp. 12-15, by K. E. Rolph, PH3, USN; p. 23, *San Francisco Call-Bulletin*; p. 63, *Our Lost Explorers*.



CLAMPING eyes and mouth tightly shut, a volunteer is exposed to 196 mph airstream during carefully conducted scientific studies at Langley Field, Va.

AIRSTREAM:

JET aircraft, flying saucers and what have you hold little pre-eminence over the human race in matters of speed. For all practical purposes, man has gone sailing through the air at 457 miles an hour.

Man alone, that is—minus the customary accoutrement of a plane around him to protect his not-so-tender-as-you-might-think hide.

Although air streams of that velocity are strong enough to push any man's nose to one side and to flap his cheeks like a commission pennant in a March breeze, facial skin is known to withstand this force safely in carefully performed scientific studies at Langley Field, Va., in 1946.

Such machine-made things as cloth helmets and dungaree clothing fared less well, however, for they were prone to tear at the seams and rip back.

Actually, the two men who volunteered as test subjects for the research were seated stationary in a wind tunnel while air streams of gradually increasing velocity moved at and around them. The findings of this research are contributing greatly toward solving one of aviation's most critical problems—the development of safe methods and equipment for bail-

---

Publications reprinting this article are requested to carry the following credit line: "Reprinted from ALL HANDS *Magazine, the Bureau of Naval Personnel Information Bulletin."*



MARKED flapping of skin at tunnel speeds of 338 mph (left) and 380 mph (right) was declared 'not uncomfortable.'

Scientists Study Its Varied Effects on Man

ing out of a plane traveling at near-supersonic speeds.

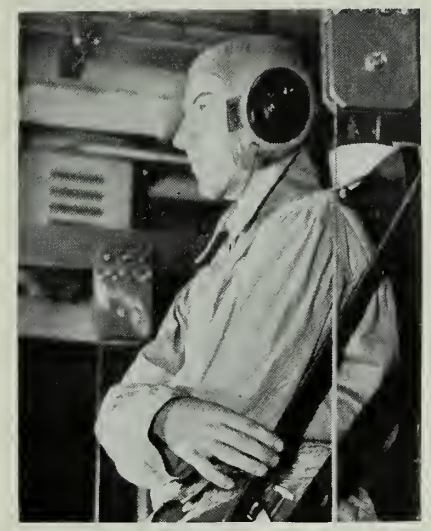
Scientific data was recorded by instruments of all kinds, the most spectacular of which were photos of the subject's faces. Recognizable features quickly lost their shape under wind pressures above 200 miles an hour—and just as quickly returned to normal out of the air stream.

Other data, collected in preliminary tests on wooden dummies, showed that wind velocities inside the tunnel were considerably less than "local velocities" of air streams playing across the face.

Studies of wind effects on humans occupied German scientists as early as 1940, when subjects were exposed to velocities of 89 to 157 miles an hour in a wind tunnel. Later investigations were performed by the same scientist at speeds up to 311 miles an hour by having the subject suddenly stand erect in a diving Junkers 87 aircraft.

Even at these low speeds bailing out difficulties were likely to be encountered, the Germans found. Wind velocities of 150 miles an hour swept goggles from the subject's face, at 217 the oxygen mask was whisked away, and at 249 the bailout oxygen mouthpiece was twisted out of the mouth and carried away.

All of this and subsequent German research information had been carefully studied by U. S. scientists of the National Advisory Commission for



FOLLOWING exposure, subject describes novel sensations to Navy and NACA scientists for their records.

Aeronautics at the Langley Field laboratory before they commenced their own studies in October, 1946 in collaboration with the Naval Medical Research Institute.

Special care was taken to eliminate all possible hazards. The wind tunnel's interior was wiped and cleaned as never before and an elaborate filter was installed to remove even the smallest dust particles. Preliminary tests on guinea pigs and a wooden dummy rigged with sensitive instruments showed the scientists what to expect and how far they could carry their research in safety.

Langley Field's eight-foot, high-speed wind tunnel, driven by a 36-blade fan and requiring nearly 16,000 horsepower at high speeds, was used for the studies.

No special protective gear such as goggles or masks were worn by either of the two volunteers—O. E. Payne and G. L. Dillon, both seamen second class at the time.

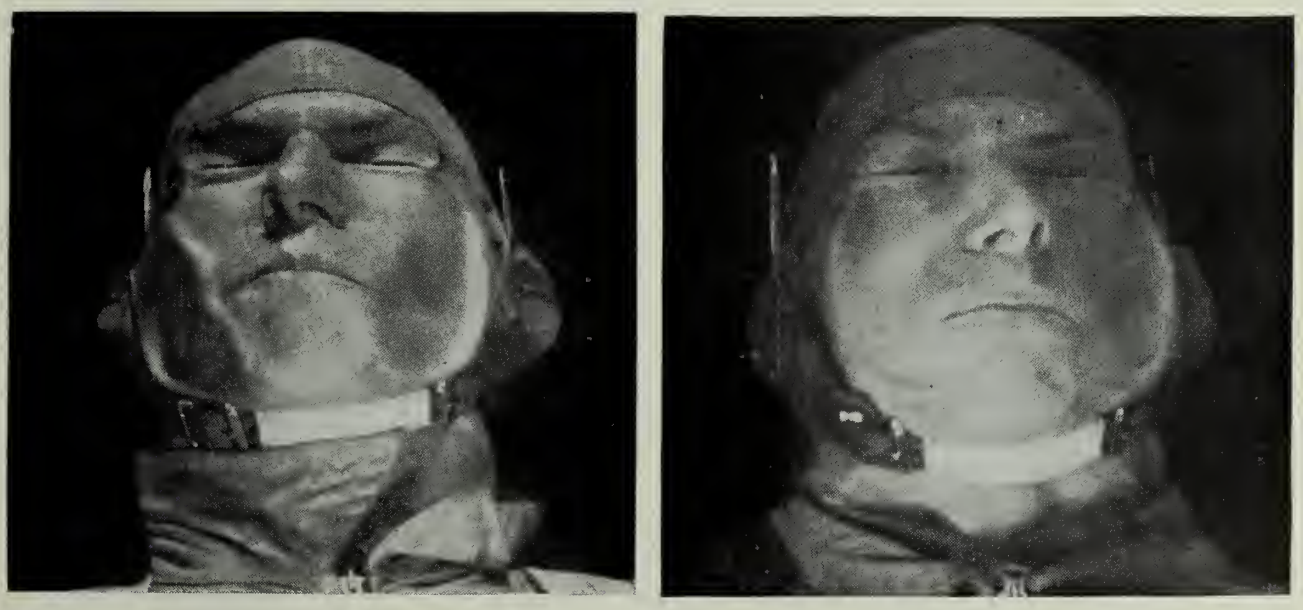
Exposure to the wind stream was limited to two seconds at each speed except for the last two trials at 436 and 457 miles an hour, when exposure was lowered to one second. The tests covered three days, with the total time of actual exposure amounting to 76 seconds.

Flapping of the cheeks began for one subject at 131 miles an hour and at 165 for the second, thinner-faced volunteer. They declared the novel sensation was not uncomfortable.

Tunnel velocities began at 200 on the following day and increased to 414 miles an hour in a series of 25 exposures. At 270 miles an hour, flapping and folding of loose facial tissue heightened but neither subject found it painful.

When one volunteer had difficulty in keeping his eyelids closed at 338 miles an hour, the equipment was altered to allow tilting of the head slightly downward to close lids.

Only two tests were held on the



NOSE is pushed to one side by force of 414 mph airstream (left). Subject's cheeks distend at 457 mph (right).



VICKEY, mascot first class, was given a meritorious citation at captain's mast upon being detached from *Iowa* after almost six years' service.

Dog One of Last Plank-Owners to Leave Iowa

One of the last plank-owners to leave the battleship USS *Iowa* (BB 61), now being inactivated at the San Francisco Naval Shipyard, was Vickey—mascot, first class.

Vickey—for Victory—is a "Hawaiian poi dog." He reported aboard *Iowa* in February 1943 and served aboard her continuously for almost six years. Upon being detached he was given a meritorious citation at captain's mast and was "piped over the side" in the best traditional manner.



FAITHFUL mascot Vickey poses in all his glory on the special rack built for him by his shipmates.

While serving in the Navy, Vickey earned seven battle stars on his Asiatic-Pacific ribbon, two stars on his Philippine Liberation ribbon, a commendation for being the first American dog to set foot on Japanese soil, besides a plank-owner's trophy and a shellback certificate. On the negative side of the ledger, his record lists a deplorable number of misdemeanors, which have earned him a great deal of restriction and at least one reduction in rating.

Vickey's uniform consists of a blue jumper on which he wears all his decorations, as well as his rating badge—when he rates one.

Upon being detached from *Iowa*, Vickey was ordered to the destroyer USS *Rupertus* (DD 851) for duty with flag allowance, ComDesDiv 152. Destroyer duty will be for transportation only, after which he will serve ashore in Hawaii.

third and last day, at exposures of 436 and 457 miles an hour. Scientists found that the air streams moving at those high speeds generated much heat inside the wind tunnel and caused light chafing of one volunteer's chin on his helmet strap. For these reasons the tests were concluded.

At the top speed of 457 miles an hour, scientists estimated, local wind velocities on the face were about 720 miles an hour. Instruments on the wooden dummy had acquainted them with the fact that high local velocities occur in any region where the wind stream must pass over a curved area of the face.

Effects of the wind stream on clothing and gear were in many ways more pronounced than on the subject. Even at low speeds, loose clothing flapped and fluttered violently. The helmet and chin strap needed constant readjustment, and the helmet's seams began to tear during exposures to 400-mile-an-hour winds.

The NACA scientists disagreed with the German assertion that the head and face can be exposed to forces of wind velocities of 500 miles an hour, pointing out that Langley Field test speeds up to 457 miles an hour were safely tolerated only through the extreme care and the advantageous conditions possible in the laboratory but not in practice.

Under actual conditions, such precautionary measures as tying down loose ends of the safety harness, firmly securing the chin strap and making sure to face only into the direct wind could be easily overlooked by pilots bailing out under an emergency.

Besides, there was the matter of increased local velocities. Perhaps the Germans were not aware of the fact, but the NACA scientists knew well enough from their wooden dummy tests that wind speeds of over 500 miles an hour would produce terrific local velocities over curved facial areas.

For instance, at 522 miles an hour tunnel speed, instruments recorded local speeds of 654, 716 and 869 miles an hour on the dummy's forehead.

Inadequate and inaccurate, the German information was the only available until the Langley Field tests were completed.

Meanwhile at Philadelphia, where the Navy's ejection seat for bailouts is being developed, aviation medical specialists are incorporating into their gear a special headrest and face covering, the necessity of which is confirmed by the Langley Field findings.

Salt and Spice Flavor Old Sea Chanteys

SEA chanteys, once a very important part of a sailing man's life, have drifted on over the horizon to take their place with other romantic memories of the nautical past.

It was the practice, in those early days when American sailing ships still plowed the seas, for sailors to add spirit to their work or leisure with a song. These songs, called chanteys (pronounced shanties), had in every line of verse and in every bar of music that distinctive flavor of seafaring.

These songs of the sea were sung often in the days of sail but are seldom heard now. They were used primarily by our sea-wise predecessors to lighten and unify work on board ship. Occasionally, instrumental accompaniment from a fiddle or accordion was played by one of the crew.

For work there used to be three kinds of chanteys—single pull (or drag), double pull, and capstan. The first was used where tremendous effort was required. Single drags—with a breathing spell now and then—were all that could be rightly expected of men hauling on a main sheet.

Hauling on the bowline had a single pull chantey called *Haul On The Bowline.* One of the oldest of the short-drag chanteys, it was a slow, dignified song that ended abruptly as the men fell back with the line. The pull came either on or directly after the word "haul."

Double pull chanteys were used for the longer pulls, like mastheading the topsails, or once in a while, the gallant sails. The chanteyman would sing a line of verse and the men would pull a couple of times on each bit of the chorus. For instance, in *Blow, Boys, Blow,* the chanteyman sang "A Yankee ship came down the river." The chorus would reply, "Blow, boys, blow." Then the chanteyman would sing, "A Yankee, ship with a Yankee skipper," and the chorus would finish off the verse with, "Blow my bully boys, blow," the emphasis and pull being on the words "blow" in the chorus.

Blow, Boys, Blow had many varied verses but the more fantastic ones often dealt with the bill of fare which is said to have consisted of mosquito's heart and sandfly's liver among other unpalatable ingredients.

Every group of singers had a chanteyman—or soloist—who was normally the physical leader of the group. As soloist, it was his prerogative to improvise whenever he desired. A good chanteyman made up his lines as he went along but the choruses always remained the same.

The chanteyman with originality and a reputation to maintain never repeated the same line twice. If his chantey came to an end before the job was finished he would draw on a stock of reserve verses that would describe the work then under way. These verses were common property of chanteymen and were used constantly when ever the situation arose and it became necessary to piece out a chantey.

Capstan chanteys were timed to the rhythm of the steady tread around the capstan. They were sung when operating most shipboard mechanical aids and the structure of the verses was generally quite elaborate.

Away For Rio was the most popular and the tunes *Marching Through Georgia* and *John Brown's Body* are known to have contributed greatly to the hoisting of many an anchor. In a capstan chantey the chanteyman would start the chantey with one line of verse. Before he had sung the last word of the line, the other men would cut in with the chorus. Then before the chorus had come to an end, the chanteyman would interrupt and repeat the line of verse. This procedure would continue until the anchor was up.

Not all chanties dealt with work alone. Often they were just songs of leisure, story ballads that followed the pattern of the popular songs ashore. They were referred to as foc'sle songs as they were sung in the crews' quarters, located then in the forward part of the ship.

Foc'sle chanteys often deplored hard work, bad food and cruel treatment. Some were about women and some about ships. Others centered around battles and sobriety, or the lack of it. But for all their rowdiness and occasional use of profanity, the old chanteys aptly described the picturesque life of wooden-ship sailors.

Harbors no longer echo with *The Sacramento* while men march around capstans. No longer will yards rise flapping to the tune of *Reuben Ranzo.* Gone also are the times when the chantey *Paddy Doyle* would help bleeding hands to furl salt soaked canvas as a ship went plunging through a Hatteras night.

The chantey went out with the full-rigged sailing ship and the introduction of steam. There became little practical use for either as steam did most of the work. Occasionally, however, men still gather to sing one of those lusty songs of the sea.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• DESIGNATORS — Enlisted personnel who have attained a special qualification or received special training will be identified in official records by an "enlisted designator."

The designator will be entered on each page 9 and 9Y of the service record, transfer orders and official correspondence concerning the person by name, prepared subsequent to assignment. It will follow the rate in parentheses. Examples: ENC (SS); AD1 (AP).

Designators approved for use by BuPers Circ. Ltr. 5-49 (NDB, 15 Jan 1949) are: Qualified in submarines (SS); qualified in lighter-than-air (LA); qualified as aviation pilot (AP); qualified as diver (DV); qualified in submarines limited (SG); qualified for submarine instruction (SP). The latter two designators, (SG) and (SP), are limited to inactive Naval Reserve personnel.

• REVISED FORM—NavPers 339, the form used for acceptance and oath of office in the case of officers accepting new appointments, was revised by the Bureau of Naval Personnel and is now available for issue at all district publications and printing offices.

Ship Broadcasts Music, News from Its Own Studio

Something comparatively new in entertainment was introduced by USS *Boxer* (CV 21). It came in the form of music—originated from the ship's own broadcasting studio.

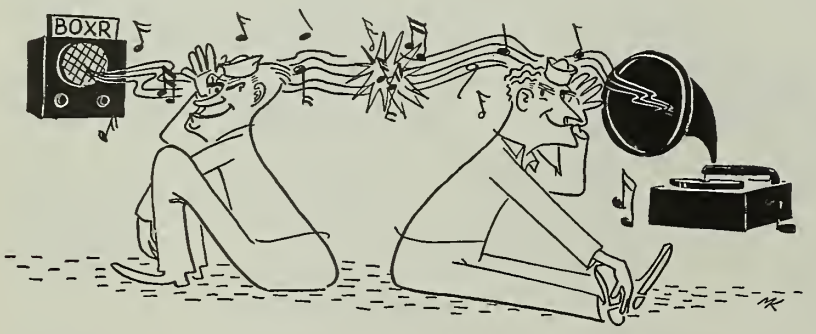
Station BOXR, as it is called, began regularly scheduled programs as the ship got under way to Alaska. Under the direction of Lieutenant Commander W. L. McBlain, ChC, USN, a good many man-hours of planning, procuring and work preceded the opening date.

Tucked away in a small two-section compartment, the miniature station contains many of the facilities used in modern studios. With a sound-proof direct broadcast room, a control booth, turn-tables and a boastful assortment of records, the station can produce programs almost comparable to professional standards.

Regularly included in the reveille to taps broadcasts are programs of the disc jockey variety to the classics. "Hillbilly tunes," says Dale Farfield, AA, USN, "are taking top billing on the BOXR hit parade." Top ranking radio personalities as Bob Hope and Jack Benny are heard on V-discs.

Although up and coming in popularity, the new station has met stiff opposition in gaining complete interest of the listening audience. A short time ago 40 record players were purchased through the Welfare Fund and installed in the crew's quarters. A neck-and-neck struggle now exists between the phonographs and BOXR for high points on the popularity poll.

"There is one pleasing quality that favors both outfits," says station manager Robert W. Larroque, SN, USN. "No commercials."—Robert F. Caskey, JOSN, USN.



• OCEANOGRAPHY COURSE—Permanently commissioned line officers of the Regular Navy originally commissioned between June 1940 and June 1944, inclusive, may apply for a postgraduate course in oceanography.

The course will be conducted at Scripps Institution of Oceanography, University of California, commencing in September 1949. It will be two semesters in length followed by three months' instruction at the Hydrographic Office, Washington, D. C.

Naval Academy graduates or officers who have completed a baccalaureate major in either physics, mathematics, meteorology, geology, chemistry, engineering, or the equivalent are eligible to apply. Officers desiring academic postgraduate credits toward a master's degree must have a reading knowledge of at least one foreign language.

All applications must be accompanied by signed agreements not to resign during the curriculum and to serve three years in the naval service after the completion of studies. Interested officers should submit applications via official channels to reach the Chief of Naval Personnel (Attn: Pers-311E2) prior to 1 May 1949.

• NO TAX REFUND—The Commissioner of Internal Revenue has ruled that enlisted personnel serving in temporary commissioned status under authority of Public Law 188, 77th Congress, between 31 Dec 1942 and 1 Jan 1949 were entitled to a Federal income tax exclusion of no more than $1,500 of their annual service pay. They were not entitled to the total exclusion of service pay allowed enlisted men.

Several persons of this category are reported to have applied for refund of income taxes paid during war years on the belief that the law which allowed them to serve as temporary commissioned or commissioned warrant officers also provided that they were still eligible for tax exemption of total pay under the section which specified that their rights and benefits as enlisted men were not lost or abridged by their acceptance of commissions or warrants.

Under these circumstances, the Commissioner states, the person receives no pay as an enlisted man. Pay and allowances actually received relate solely to the commissioned rank or grade in which he was temporarily serving.

The ruling further states that "this

Guantanamo City Will Be Only Liberty Port in Area

Guantanamo City, Cuba, will be the sole foreign liberty area for personnel of the Naval Operating Base, Guantanamo Bay, and visiting ships of the Fleet due to inadequate recreational facilities in the smaller communities.

The announcement was made by Admiral Louis E. Denfeld, USN, Chief of Naval Operations. Admiral Denfeld stated, "We want men of the fleet to become acquainted with the people of our sister republic under the most favorable conditions to both visitor and hosts. The recreational facilities of the Naval Operating Base, Guantanamo Bay, are among the best. However, the men want to see something of the life of the country and the Navy, in cooperation with the Cuban Government, want to help them to do so."

law does not, as contended, specifically exempt 'enlisted men' as such from the payment of income taxes. The tax exemption is granted not on the basis of the individual's status as an enlisted man but according to the *service* for which the pay is received." The law prohibits payment for service as an enlisted man in cases where the individual accepts a temporary commission and serves thereunder, and therefore no right with respect to an enlisted man's exemption arises in such cases.

Accordingly, during the period from 31 Dec 1942 to 1 Jan 1949 persons in active service as commissioned officers or commissioned warrant officers were entitled to only $1,500 exemption for the taxable year.

• STRATEGY-TACTICS — A booklet called the Naval War College Correspondence Course Strategy and Tactics Information Pamphlet is available upon request to the Naval War College.

This pamphlet gives detailed information about the revised Naval War College Correspondence Course in Strategy and Tactics.

Those wishing to obtain the pamphlet should get in tourch with the Department of Correspondence Courses, Naval War College, Newport, R. I. BuPers Circ. Ltr. 19-49 (NDB, 15 Feb 1949) includes an outline of the course as organized 1 Feb 1949.

• SALUTING UNCOVERED—When to and when not to salute uncovered is one of the revised rules published in the 1948 revision of U. S. Navy Regulations.

Under the 1920 regulations a hand salute uncovered was prohibited. However, the 1948 regulations state (Article 2110, paragraph 3) that, "Persons uncovered shall not salute, *except when failure to do so would cause embarrassment or misunderstanding.*"

Navy Department officials say this means that an uncovered officer may *return* a salute, but not initiate it. As an example, if an uncovered Navy officer were standing in the passageway of an Army building and was saluted by Army officers or enlisted personnel, he would return the salute to avoid embarrassment to all concerned.

• SCHOLARSHIP — A full four-year tuition scholarship is being offered to the son of an officer, warrant officer, petty officer or non-commissioned officer on the active or retired list of the Navy or Marine Corps by Rensselaer Polytechnic Institute, Troy, N. Y. The student selected will be awarded free tuition amounting to $600 per year and will enter the Institute with the September 1949 class.

Any person on active duty in the naval service who is eligible for the scholarship will be considered, provided he will be in an inactive status by 1 Sept 1949. Candidates will be considered on the basis of scholarship, class standing, leadership qualities, and participation in extra-curricular activities. Only exceptional students will be considered and will be required to maintain an average grade of 85 per cent.

Application forms must be filed by the applicant via the principal of the secondary school last attended. These forms may be obtained from the Dependents Services Branch, Bureau of Naval Personnel. Completed applications must reach the Chief of Naval Personnel on or before 20 June 1949. Further information on the scholarship may be found in BuPers Circ. Ltr. 28-49 (NDB, 15 Feb. 1949).

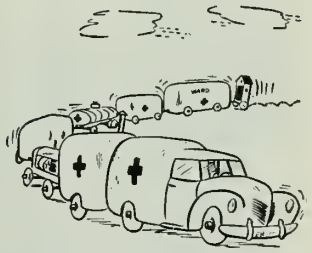
Museum Is in Newport News

In the item on page 10, February 1949 ALL HANDS, it was erroneously stated in the picture captions and the headline that the Mariners' Museum is located in Norfolk. As stated in the article proper, the museum is in Newport News, Va.

HERE'S YOUR NAVY



The Navy's medical profession has moved ahead during the postwar period, showing many accomplishments and advancements in technique. Work has gone forward in developing equipment to guard the health of personnel in snorkel-type submarines. Oxygen and carbon-dioxide proportions have been studied, as well as elimination of offensive odors and vapors. Fatigue in personnel of the new-type vessels is receiving intensive study.



As a result of experience gained in the Texas City disaster, completely equipped surgical trailers and accompanying electrical generators are now on hand in each naval district in the continental U. S. These are immediately available for use in emergencies. Other readily movable field medical facilities are planned.



Insect control by DDT has shown advancement and great promise. During amphibious exercises on the island of Vieques (near Puerto Rico), a village was cleared of all mosquitoes and flies in one hour by means of a DDT machine mounted on a truck. A single-control system for destroying all insects within a plane in flight was tested.



FROZEN beach of Kodiak was subject of Marine practice attack during 'Micowex' (above). Center: USS *Boxer* rides at anchor off icebound coast.



RADIO equipment is set up on beach following Marine landings (above). Below: 'Frogmen' of UDT 3 are briefed prior to an icy reconnaissance swim.





An Exercise in

WHILE powerful units of the Atlantic Fleet maneuvered under the hot Caribbean sun, other units of the Pacific Fleet steamed through the icy waters of the Gulf of Alaska on "Operation Micowex (minor cold weather exercise)."

Involving some 40 ships and 18,000 Navy and Marine Corps personnel, the exercises were the largest ever conducted in the Alaskan area. Designed primarily to test equipment in sub-Arctic conditions, vessels of the First Task Fleet landed 2,000 Marines in amphibious "attacks" against several locations in the Kodiak area.

Weather conditions for the landings were good—too good, according to one official, to provide as rigorous a test as was desired. The unpredictable weather, which often unexpectedly whips up 100-mile-per-hour gales, high seas and biting cold that makes amphibious landings extremely difficult, was comparatively mild during the landing phase of the operation.

Navy demolition teams encased in rubber "frog" suits swam for two hours in the near-freezing water, planting and exploding charges to clear the landing area of underwater obstacles. Heavy woolen underwear was worn under the 10-pound rubber suits and hands and feet were rubbed with





FLIGHT deck personnel of *Boxer* skylark while clearing snow from *Avenger*. Snow, sleet and spray coated fleet's decks and equipment with heavy ice.

Cold Weather

warm mineral oil prior to plunging in the icy waters, while faces were coated with heavy grease. Despite the fact air trapped in the suits, which could not be freed because of iced-over valves, made diving difficult the demolition personnel accomplished their job.

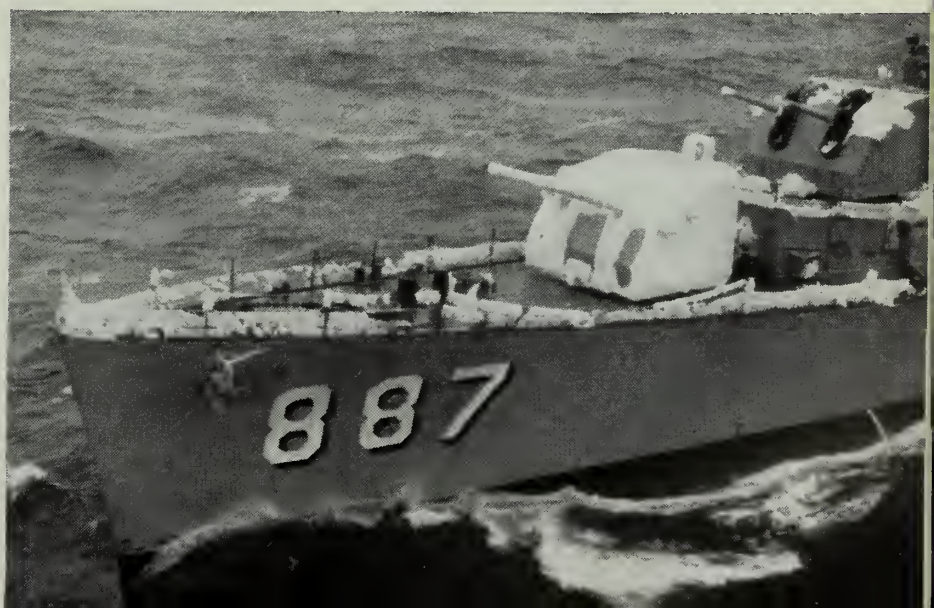
One problem confronting the Fleet was that of keeping carrier decks free of ice. Snow, sleet and high spray often coated the carriers' flight decks with ice, making plane operations impossible. The ice was cleared, for a short period of time, by using rock salt. Hot salt water and steam were used on other occasions.

Three carriers, USS *Boxer* (CV 21), USS *Bairoko* (CVE 115), and USS *Badoeng Strait* (CVE 116) and cruisers USS *Duluth* (CL 87) and USS *Topeka* (CL 67) were among the vessels taking part in the exercises. Interception of the task force was attempted by Navy planes from Alaskan-based naval units and bombers from Air Force bases in Alaska.

Commanding the First Task Fleet was Vice Admiral Gerald F. Bogan, USN, embarked in USS *Curtiss* (AV 4). Rear Admiral Peter K. Fischler, USN, in USS *Mt. McKinley* (AGC 7) commanded the amphibious forces involved in the exercises.



FIRE AND ICE make a strange contrast as Marines toast an 'enemy' pillbox (above). Below: Ice completely covers forward turret of USS *Brinkley Bass*.





ANTI-SUBMARINE blimp hovers over ships and assault boats during Atlantic Command Exercises in the Caribbean.

Ships, Planes and Men Tested in Maneuvers

ALL along the U. S. Atlantic coast long lines of cruisers, carriers, destroyers and transports put to sea. From other bases snorkel-equipped submarines got under way. Navy planes and blimps loomed overhead. When assembled at rendezvous points they formed the largest fleet ever to conduct peacetime training maneuvers.

Over 120 vessels, including USS *Missouri* (BB 63) and USS *Franklin D. Roosevelt* (CVB 42); 35,000 sailors, marines and soldiers, plus a cadre of the Canadian Army, and 300 shore-based aircraft took part in the "Atlantic Command Exercises for 1949" held in the Caribbean Sea. Four phases of training — anti-submarine warfare; amphibious assault against an "enemy-held" island; hunter-killer submarine warfare "battles" and anti-aircraft, surface and torpedo firing practices were conducted. A simulated atomic bomb attack was made against surface units.

Principal phase of training was the amphibious assault against Vieques Island, a sparsely populated tropical island that lies to the east of Puerto Rico. About 13,000 Marines and Army troops were unloaded from Navy transports into landing craft and stormed ashore on the white sand beaches. Prior to this, surface craft and Navy planes unleashed a 100-minute bombardment against "enemy" constructed defenses, starting fires and smashing coconut trees.

Three hundred carrier and shore-based planes of the Second Marine Aircraft Wing provided air support for the operation. This wing also provided two squadrons of all-weather fighters as "enemy" aircraft that attacked surface and ground installations of the invaders. A coordinated "attack" was made on fleet units by "enemy" planes and submarines. At a cost of 37 planes and five submarines they "sunk" seven ships, including a light cruiser and small carrier plus disabling two destroyers.

A mock atomic bomb was dropped on the U. S. fleet by an "enemy" Navy P2V patrol plane that sneaked past the carrier air patrols and at 17,000 feet above the fleet dropped its lethal weapon—an explosive flare representing the bomb—which exploded in the air about 1,500 yards from USS *Franklin D. Roosevelt*. Umpires ruled the

Ship's Tailor Solves Civvie's Skivvies Problem

When USS *Taconic* (AGC 17) steamed as flagship of a joint expeditionary force of Atlantic Fleet vessels on maneuvers, a civilian newspaper correspondent of a mid-western publication was on board as an observer. This gentleman of the press became the first "casualty" of the operation.

The newspaper man, whose name is withheld for reasons which will become obvious, habitually wears "long-handled" underwear—woolens in the winter and linens in the summer.

As *Taconic* proceeded southward toward the Caribbean area and the weather became warmer, the reporter decided to change from his woolen "longies" to the linen counterpart. Going to his stateroom and happily contemplating the comfort of wearing the lighter underclothing, he found he had failed to pack his linen drawers before leaving home! This constituted a major catastrophe, as the victim is allergic to short underwear.



Reluctant to put on the sticky woolens again, the reporter donned his pajamas in desperation and proceeded to carry on somehow. However, the word got around, finally reaching the ears of *Taconic's* commanding officer. The skipper sent for the ship's supply officer; the supply officer sent for the ship's storekeeper; the storekeeper sent for the ship's tailor.

A bolt of linen sheeting and six pairs of regulation sailor "skivvies" were quickly produced. Skillfully the tailor cut the sheeting to the desired length and affixed extensions to the Navy garments.

As a result, the correspondent is once again a happy man, satisfied the United States Navy can cope with any emergency that might arise. It is doubtful, however, that this particular phase of the operation will appear in a certain midwestern newspaper.—J. B. Smith, JOC, USN.

bomb to have sunk *FDR*'s plane guard destroyer and put the giant carrier out of action temporarily. Other vessels were adjudged to have suffered minor damage from the effects of the "bomb."

At the same time the atom bomb plane attacked the fleet, four four-engine Privateer bombers carrying "bat" guided missiles made a low level attack. These planes were presumed to have been destroyed by the carrier air patrol.

A second simulated A-bomb was exploded underwater while the fleet anchored off Vieques Island. This time the "enemy" planes were not so successful, being detected by radar picket ships far enough in advance that friendly Phantom jets and Marine corsairs made several attacking runs before the bombers could make their drop. Although umpires ruled the bombers were destroyed before reaching the target area, it had been decided to allow the attack to be completed so that ships could profit by the training experience.

When the high-flying P2V2s were detected approaching the transport area the ships scattered like chickens avoiding a hawk. Crews worked furiously cutting out ventilation systems, sealing watertight doors and taking other precautionary measures to reduce the damaging effect of radioactivity.

The "bomb" exploded in the center of the great force of ships, somewhat resembling the Bikini explosion in miniature. A secretly arranged plan by the "enemy" had the destroyer USS *Johnston* (DD 821) steam through the geographic center of the fleet and drop a TNT charge over her stern to explode underwater. The innovation caught participants and observers by surprise, who had expected an air burst. Ships caught downwind threw helms over hard to clear the radioactive area.

Officials stated that, "there was no doubt that some of the ships were to be ruled out of action as a result of heavy damage or sinking, which those nearest to the blast would have sustained." In the interest of security these facts were not released for publication.

The exercises provided an opportunity to test the latest antisubmarine devices, effectiveness of jet planes operating from carrier decks and ships maneuvers against air attack by atomic bombs. Valuable experience was gained in all phases.



NEW WEAPON for fighting highly dangerous dock and pier fires, jet propelled 'creeper' is controlled by tiller lines from the mother fireboat.

Jet Propelled 'Creeper' Aids Navy Fire Fighters

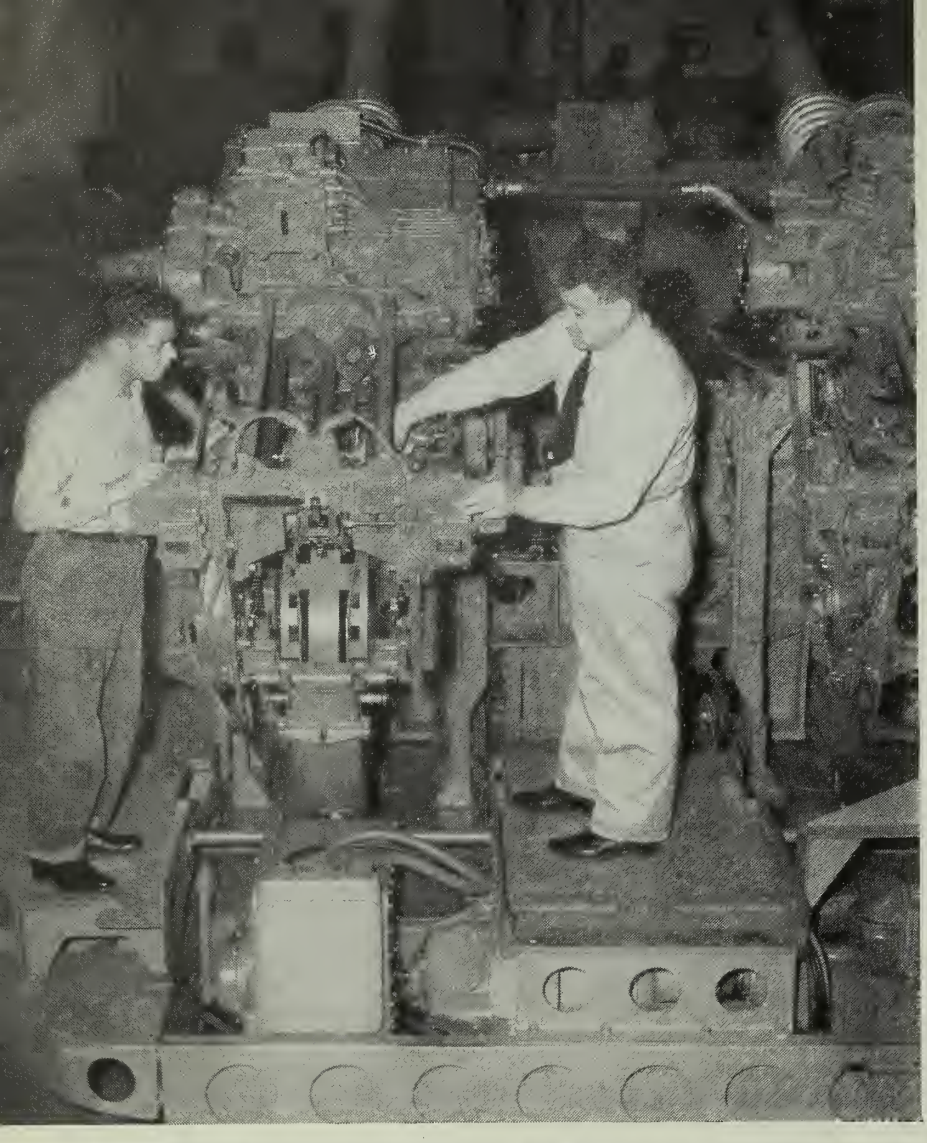
Dock and pier fires are among the toughest and most dangerous type of conflagration to combat, Navy fire fighters have learned.

To be prepared for any type of fire that could possibly hit its waterfront—from where tons of cargo are shipped daily to the Pacific Ocean area—the Naval Supply Center in Oakland, Calif., has adopted a jet propelled buoyant "creeper" which is shot out from the mother fireboat. An egg-shaped craft about a yard long and two feet wide, the creeper is painted a brilliant red.

A nozzle is connected on the creeper to a line of hose and a tiller to which two guide ropes are attached. When a fire occurs under docks, between piles or in other hard-to-get-at spots along piers and wharves, the creeper is launched from the fireboat. By means of the tiller lines in the hands of the fireman on the fireboat, the unique gadget is maneuvered about—under docks, between rows of piles or in any direction desired by the man handling the tiller—spreading water in spots that couldn't possibly be reached by the fireboat without the help of the "creeper."



CREEPER is launched from fireboat at NSC Oakland during demonstration. L-shaped jet nozzle which propels the craft protrudes from the bottom.



EXPERTS at the GM school explain the operation of new rapid fire 3-inch 50 caliber (above) and the use of schematic ordnance drawings (below).



GUNNERS:

THE rating of gunner's mate, one of the oldest in Navy use, has developed through the years into a highly technical specialty. With the advent of push button warfare and remote controlled battles, there is little doubt that the rating will become increasingly more technical.

In the not so distant past it was possible for a gunners' mate to repair all the ordnance equipment aboard his particular ship with the familiar pair of pliers, screwdriver and hammer. Today with electricity and hydraulics playing the major role in the operation of guns, the picture has changed. A gunner's mate now is required to work with a set of tools nearly as complex as the guns he keeps.

Looking back into history, it is even quite probable that the Romans, in their hey-day, employed some sort of gunner's mates. The *catapulatas* that the Romans used to throw darts, javelins and earthen jars (filled with deadly snakes) at the enemy probably were maintained by "gunna matas."

Since the day gun powder (black powder) was first used as a propellant in guns there has been a demand for men to take care of both powder and guns.

Until the middle 1800s naval ordnance throughout the world remained stereotyped, with the main armament consisting mostly of carronades—light, trunnionless cannons—and mortars.

Train or elevation required a good deal of physical labor and the use of block and tackle. But it was muscle work on the part of the hardy gunner's mates that played the prominent part.

Early guns of the American Navy had an approximate elevation of but 30 degrees—accomplished only after a slow. difficult process of prizing up the breech with a hand spike. Compared to today's anti-aircraft guns with a maximum of 85 degrees' elevation—at a minimum of exertion—this seems fantastic.

Like their guns, gunner's mates have been continually undergoing development.

The first stage of radical development in guns began around 1850 when John A. Dahlgren, a famous American ordnance designer and naval officer, introduced 9-inch and

They're Keeping Up with the Technical Navy

11-inch monoblock guns that fired shells instead of round shot. His contributions to naval ordnance extended further. It was through his studies and persuasion that rifling, breech loading, and practical gunsights were brought into use in the Navy.

It was the beginning of a revolution in naval ordnance and resulted in the evolution of the modern gunner's mate.

A historian describes gunner's mates of the 18th Century as an unpredictable class of whimsies continually grumbling and growling about their batteries. Extremely proud of their profession and its high prestige on shipboard, they were forever running in and out among their guns driving other sailors away. They cursed and swore with a conscience that had been singed by powder and made callous by their calling. Above all others (in their own eyes) they were the Navy's true man'o'war's men.

Aside from their regular and military duties, many gunner's mates proved they were equal to any situation. From a diary in 1835 is this extraction: "This day the surgeon informed me that a woman on board had been laboring in child for twelve hours, and if I could see my way to permit the firing of a broadside to leeward, nature would be assisted by the shock. I complied with the request and she was delivered of a fine male child." Thus was born not only a squalling baby but a new phrase in naval terminology—"son of a gun."

Up to 1865 there were only two gunnery rates in use in the U. S. Navy, that of gunner's mate and quarter gunner. In 1865 the rating of chief gunner's mate and gunner's mate in charge were established.

The title "chief gunner's mate" was more or less an honorary title. From all aspects it seems to have been a designation for the more mature gunner's mates in charge. It was not until 1894 that chief gunner's mates, as we understand the rating today, became chief petty officers.

The rating of chief turret captain and turret captain first class were established in 1903 and remained in the Navy's rating structure until 2 Apr 1948 when they were abolished and absorbed by the new gunner's mate rating.

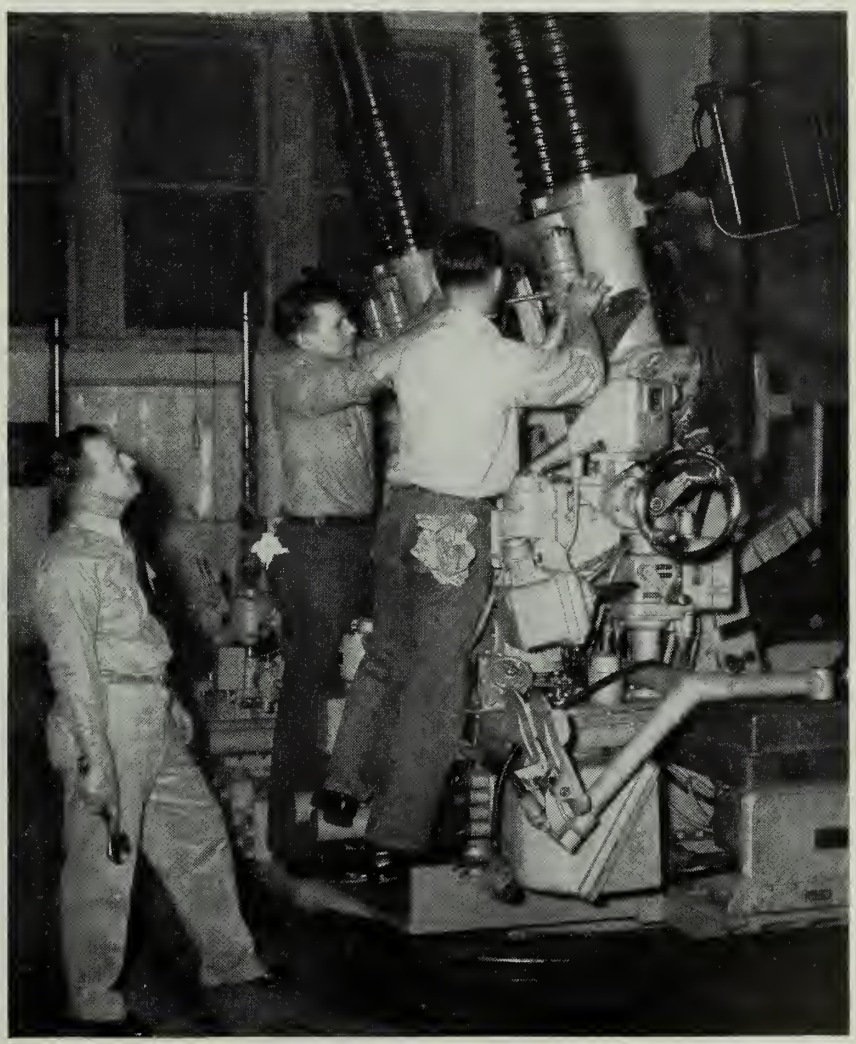
With the Navy replacing its manual driven mounts with electrically and hydraulically operated guns, it became mandatory to train its gunner's mates in the complexities of this new equipment.

The Navy used hydraulics with its turret guns for some time before applying it to intermediate and minor caliber guns. Turret captains took care of these larger guns and knowledge of their operation was gained mostly through practical experience. With the arrival of the 5-inch 38 caliber gun, gunnery did a near metamorphosis.

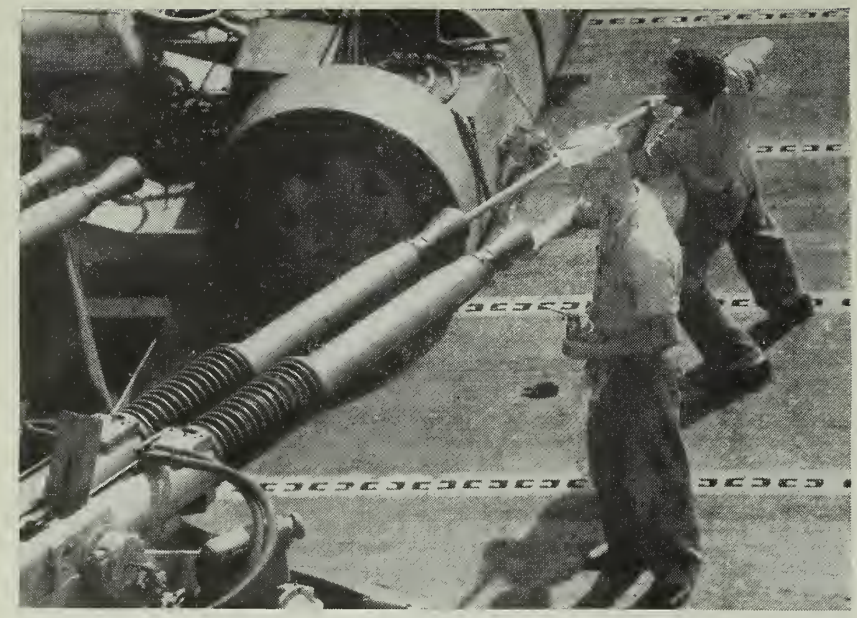
To develop its surface ordnance technicians the Navy established its first gunner's mate and turret captain's school at the Naval Gun Factory, Washington, D.C. in 1941. The school was established in conjunction with the new construction expansion program of the Navy's, then in progress.

The prime objective of the school, now called U. S. Naval School, Gunner's Mates, Class "B" is to train gunner's mates in the constructional details, function, theory of operation, necessary to insure their competence to test and adjust modern ordnance equipment. An additional objective of equal importance was to familiarize gunner's mates with the normally experienced gun casualties, their causes and the methods of remedy.

The school is open to all rated gunner's mates who have not attended the school in the past three years. Applicants must have 18 months obligated service and students are sent



OVERHAUL and assembly of the recoil and counter recoil mechanism of the 40-mm. gun is studied by trainees at Advanced Gunner's Mates School.



CLEANING and lubricating is an important part of the GM's job of keeping the Navy's guns in perfect operating condition in peace and in war.

to the school on a returnable quota. In 1944 the school moved to the Receiving Station at Anacostia, D.C. where it is today.

Basically the curriculum of the school has changed little since it began. It has, of course, kept abreast of the modifications and improvements to naval surface ordnance.

Study of the 5-inch 38 caliber gun is the primary feature of the school. A knowledge of this gun and its associated equipment qualifies gunner's mates to operate and maintain all electric-hydraulic guns now used or contemplated for the immediate future.

With the rating of turret captain now incorporated into the gunner's mate rating it has become necessary to set up special courses in turret operation for gunner's mates with the job code group of turret captain, hydraulic. At the present the Navy has filled all its billets for gunner's mates with this classification and the course is now non-existent. The school is prepared, at a moment's notice, to convene this course. It has the equipment and instructors to do so.

The course begins with an initial introduction into the proper method for the preparation and submission of standard reports and requisition forms.

Seventeen hours is given to the study of the various types and calibers of ammunition and other pertinent ammunition information to enable students to recognize and handle it safely, and to supervise others in its handling.

About four weeks is devoted to mathematics, hydraulics, electricity and ordnance drawings and sketches.

The remainder of the 16 weeks is devoted to the more practical study of the 5-inch 38 caliber and 40-mm mounts and their related equipment. Individual courses are given in the operation and repair of the Vickers and Waterbury 5-inch 38 lower powder hoist, Vickers 5-inch 38 upper powder hoist, and Ford 5-inch 38 training and elevating gears.

Another special course is provided for those who will be required to maintain the relatively new twin mount 3-inch 50 gun.

Recreation for the students at the gunner's mates school is shared with other personnel at the Anacostia Receiving Station, which includes personnel from the school of music, fire control, and electrical interior communication school. The station has a swimming pool, bowling alley, sizable theater, enlisted men's club and sports field.

Classes begin at 0750 and run to 1205, begin at 1300 and are over at 1620. An hour every working day is allotted to participation in sports for the students at the gunner's mate school. The school is operated on a five day, seven hours a day schedule giving the students ample time off to visit the many scenic places around Washington, D.C.

Our Navy's latest combatant ships are in reality little more than floating gun platforms. A light cruiser, for instance, can fire over 150 rounds of 6-inch shells in one minute.

Because of the broad difference in the sizes and types of naval ordnance throughout the Navy, the rating of gunner's mates has been divided and sub-divided into many specialized job groups.

Under the present rating structure, put into effect 2 Apr 1948, the rating of gunner's mate has been divided into 10 separate and distinctive Navy job code groups:

- General ordnance repairmen, hy-



STUDY of electricity equips students with the fundamentals necessary to operate and maintain the electric-hydraulic guns now in service with the fleet.

draulic: Make responsible hydraulic and general repairs involving disassembly of such equipment as rammer drive units receiver regulators, variable speed gears and hydraulic pumps. (Job Code Group 141)

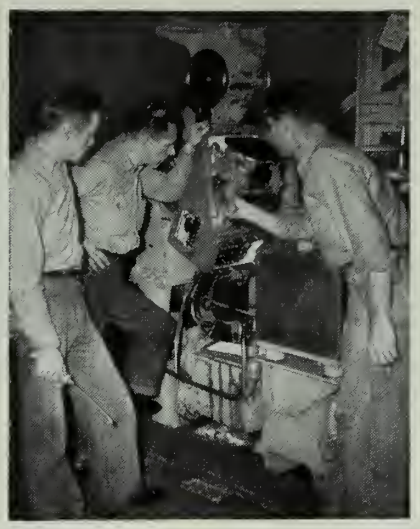
• Turret captain, hydraulic: Same basic knowledge of hydraulic of Ord-HydrRepGenl. Maintains and supervises operation of turrets. (Job Code Group 142)

• Gunnery maintenance man, hydraulic: Make hydraulic repairs to dual purpose guns and mounts and their related hydraulic equipment. (Job Code Group 143)

• Gunnery maintenance men: Perform routine maintenance duties like cleaning and lubricating guns, boresighting, marking and stowing ammunition. Under close supervision they can make simple adjustments to hydraulic systems. (Job Code Group 144)

• Ammunition stowage personnel: Primary duty on large combatant vessels and ammunition ships is to supervise stowage of powder and large caliber ammunition, seeing that safety precautions are observed. Supervise periodic checks on conditions of powder, sprinkling systems, flooding systems, and magazine cooling systems. In ammunition ships and at ammunition depots the problems of stowage, and the inspection of ammunition is the same but the problem of issuance becomes more complex. (Job Code Group 145)

• Small arms repairmen: Assigned to ship's armory as primary duty on board ship. Maintain and lubricate small arms and small arms ammunition. Keep stock of ordnance parts and tools, pyrotechnics, line throwing guns, lubricants, recoil liquids. Maintain and repair small arms, including automatic pistols, rifles, shot guns, machine guns and submarine guns. (Job Code Group 146)



EXPLANATION is made to students of the train and elevation indicator-regulators on power drive test stand.

• Gunner's mates, basic: This classification is for rated and non-rated men, including strikers who perform routine or basic gunner's mates duties, but who are not fully qualified for a specialized classification. (Job Code Group 149)

Under the various job groups are other numerical classifications. In one instance the Navy Job Code Group 145 has been subdivided to include magazine and shell deck supervisors, ammunition handler supervisor, ammunition handler and ammunition handler for chemical warfare.

Another specialist group includes a bomb disposal specialist who is responsible for the disposition of all types of explosives both allied and enemy which includes bombs, unexploded shells, fuses, booby traps, anti-tank mines, and anti-personnel devices. This group of men are assigned the Navy Job Code Group 187.

One of the outstanding developments in surface ordnance was that of the 3-inch 50 caliber rapid-fire mount. A power driven gun that will no doubt replace the 40-mm on some of the larger ships. With increased fire power and normally greater range the new 3-inch 50 out-classes the 40-mm.

What the future has in store for gunner's mates in the way of new equipment can mean but one thing—more and more ordnance specialists.

Gunner's mates have a great responsibility, especially during war. But in war or peace it is their job to see that their guns operate perfectly at all times.

There is no more obvious pride than watching a gunner's mate whose battery performs to perfection. Gunner's mates may be an unpredictable class of whimsies in many ways, but they are justified in their peculiarities. After all, guns are their business.—Fred Harden, JO1, USN.



TERRIFIC firepower of fleet can only be attained when properly trained gunner's mates keep guns in tip-top shape.

FITNESS AND FUN



SMOKERS at NATTC Memphis prove that boxing ranks near-tops in popularity as a Navy man's spectator sport.

IF YOU feel like heaving a pass, swishing a few baskets, poling a homer, leading with a right cross, trying out your breaststroke or batting a ping pong ball around, Naval Air Technical Training Command, Memphis, Tenn., is a fine place to do it.

The athletic-minded activity has a sports-for-all program under way that is gathering momentum as it rolls along. Sailors who desire to try their hand at almost any sport are provided with facilities, competent coaches and encouragement. NATTC has adopted a slogan of the "station of champions" and is trying hard to train men and teams to live up to it.



LOOMING large in Hellcat plans for the coming year, baseball games have been scheduled with top service and college teams in the Memphis area.

Outstanding among the station's teams during the past year was the swimming squad. Defeated only once during the past two years, NATTC swimmers were outstanding in 1948 All-Navy competition. Two members of the station's team were on the All-Navy champion South Central Group team that swept through the All-Navy finals.

This season NATTC expects to come up with an even more powerful aquamen aggregation, with many of last year's stars and several outstanding new swimmers added to the squad. Outstanding tankman returning from last season is Albert Machael, SN, who won the 100-meters freestyle, 100-meters backstroke and was a member of the winning medley and freestyle relay teams at the 1948 All-Navy swimming finals. Promising new splasher on the team is LCDR Gordon Wiley, USN, former high-speed swimmer at the Naval Academy.

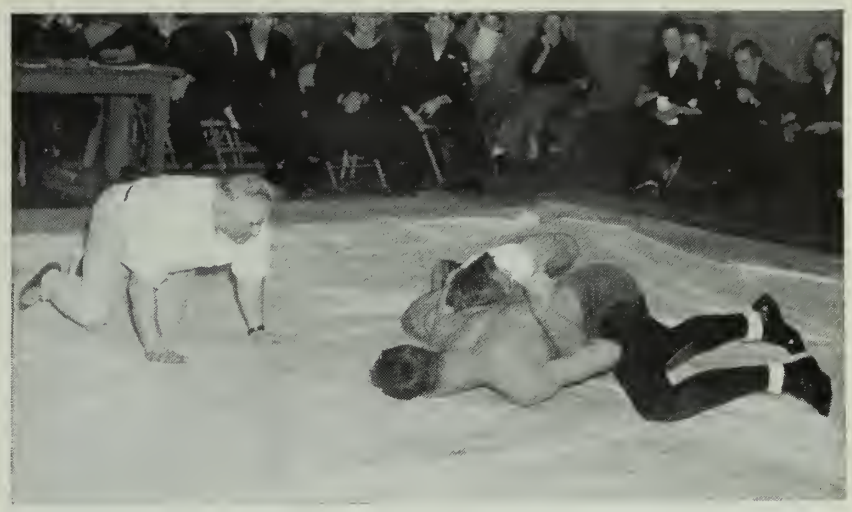
In wrestling and boxing NATTC has turned out squads of pugilists and matmen that compiled good records. This year the wrestling team is batting over .500 against top col-

lege and service competition in the area. Some of the center's bone-benders show definite promise of reaching the upper level of All-Navy competition.

Boxing is one of the most popular sports on the station. Excellent records have been made in Golden Glove tournaments and several ringmen have demonstrated above average skill. While not reaching the upper brackets of All-Navy football competition last season, the NATTC Hellcat football team lost only to a powerful Jacksonville gridiron machine and tied with the Pensacola Goslings. They won six games, including a victory over a pre-favored Memphis State College eleven.

Lack of basketball players with college experience has hampered the hoop squad somewhat, although a fair record has been made the past season. Big plans are being made for softball and baseball this year, with the top service and college competition in the area scheduled. Although the center has no facilities for indoor track, plans have been made for an outdoor track team this spring. Several intramural softball leagues involving dozens of teams are preparing to swing into action this spring.

All station and intramural sports activity is coordinated and sponsored by the physical education department. This organization consists of five officer physical education specialists and three civilian physical training experts. All teams are furnished the best of uniforms and equipment. Intramural games bear no resemblance to the sandlot variety; the players are in uniform and games are adequately controlled by officials.



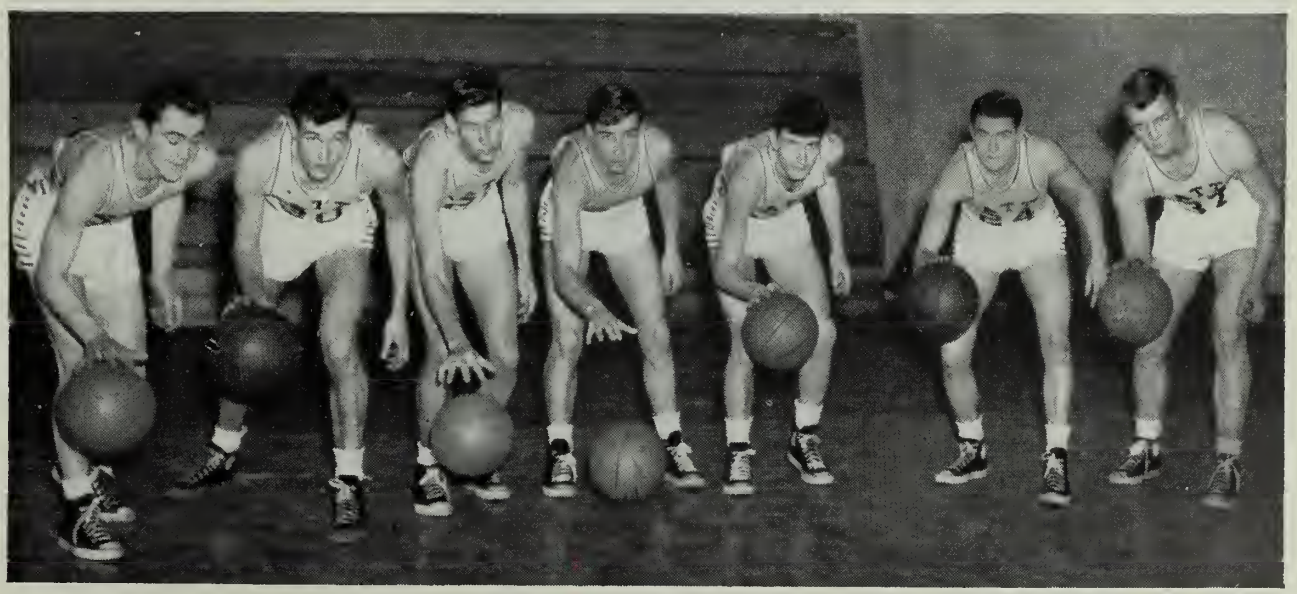
BONE-BENDERS from Memphis are batting over .500 against tough local teams and show definite promise of giving stiff All-Navy competition.

The accelerated program of athletics at NATTC has a goal of making every sailor an athlete. The enthusiastic response by station personnel seems to indicate the goal will be reached. — C. Silverman, JO1, USN (W).

All-Navy Basketball

Here are the basketball teams that won the eight sports group championships. Four of these teams were later eliminated in inter-group playoffs. The other four teams, augmented by outstanding players from other teams within their sports group, appeared in the All-Navy championship tournament.

- *West Coast Group*—Won by MCAS, El Toro, San Diego, Calif.
- *Pacific Fleet Group*—Won by the Fleet Air Pacific team, composed mostly of personnel stationed at NAS San Diego, Calif.
- *Hawaiian Group*—Won by the SubPac team, composed mostly of personnel stationed at SubBase, PH, TH.
- *Far East Group*—Won by the First Provisional Marine Brigade, stationed at Guam.
- *South Central Group*—Won by Camp Lejeune Marines.
- *Northeastern Group* — Won by NSD Bayonne, N. J.
- *Middle Atlantic Group*—Won by Quantico Marines.



HOOPSTERS, although lacking in college experience, turned in a creditable record, have high hopes for future.



WILD ENTHUSIASM marked the 72-46 triumph of the hot-shot SubPac basketball team in their game with Naval Base at Bloch Arena, Pearl Harbor.

Marines Are 11th ND Champs

In a near photo-finish race for the Athletic Excellency Trophy of the 11th Naval District for 1948, the El Toro Marines won by a fraction—7/30 of one point, to be exact.

The final tabulation of points gave the Marines a razor-edge victory over the Naval Training Center, San Diego, athletes in a competition which ran neck and neck for several months. The final score was El Toro 437½ points, NTC 437 4/15 points.

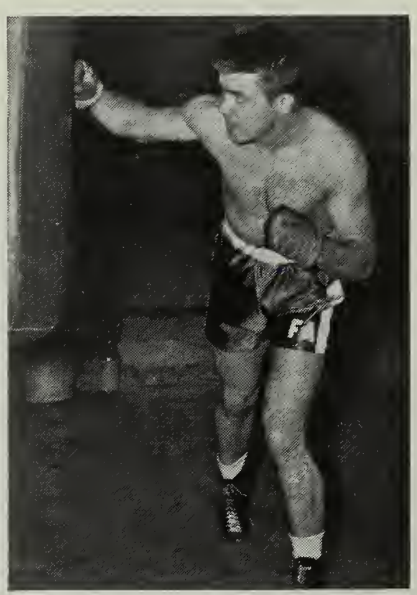
In the minor activities competition (those with an on-board count of less than 1,500 personnel) the Naval Hospital, San Diego, won easily, leading its nearest competitor by over 70 points.

All-Navy Football

The gridiron duel between the two top teams of the Navy to decide the All-Navy football champions for 1949 will be held on 10 Dec 1949 at a West Coast activity selected by Commander, Western Sea Frontier.

Five commands have been designated by BuPers to select the outstanding teams in the Navy and Marine Corps that will appear in semi-final competition. Commander Service Force, Pacific Fleet, will select one team to represent the Hawaiian and Far East sports group. Commander, Western Sea Frontier, will pick one team to represent the West Coast group and the Pacific Fleet group. These two selected teams will play a semi-final game to select the team that will represent the Pacific Ocean Area in the All-Navy finals. Commander, Western Sea Frontier, will serve as host for this contest.

Three teams will be selected for the semi-final competition that determines the team to represent the Atlantic Ocean Area in the All-Navy finals. Com 5 will pick the champion team of the Middle Atlantic sports group; Commander, Service Force, Atlantic Fleet, will select one team representing the Atlantic Fleet Group. Com 6 will pick a team to represent the South Central and Northeastern groups. Host for the semi-final game in the East will be ComServLant, who will also decide which two of the three top Atlantic teams will tangle in this contest. This will be accomplished either on a comparative record basis or by a quarter-final contest.



TRAINING for All-Navy boxing competition is Rod Jenkins, PH2, of ComFair West Coast. He's a light-heavy.

Elimination games must be conducted in time for the names, rates, ranks and duty stations of group champions to reach BuPers prior to 3 Dec 1949. Size of playing squads may not exceed 45 playing members.

Augmentation from other teams within the sports group by the group champion may not take place prior to 19 Nov 1949. Fleet units may combine with shore-based activities at the beginning of the season to form a team, but such combined teams will not be eligible to compete in the Fleet eliminations.

Each Navy and Marine Corps football team has been requested to send a complete roster of its squad for their opening game to the Chief of Naval Personnel (Attn: Pers 502). This roster will include the date of expiration of enlistment of each player.

Inter-Service Golf

Navy, Army and Air Force golfers will tee off in the annual battle for possession of the Forrestal Inter-Service Golf Championship Trophy on 17 to 20 Aug 1949.

The tournament will be held on the course at USAF Base, Maxwell Field, Ala., with the Air Force acting as host.

Currently holding the Forrestal Trophy is the Air Force, which defeated Navy and Army entries in last season's contest held at Pebble Beach, Calif.

Inter-Service Tennis

The Navy will defend its title of Inter-Service tennis champions and holder of the Leech Trophy against Army and Air Force net stars on 30-31 July 1949.

The championship matches will be held at the Army-Navy Country Club, Arlington, Va., with the Navy acting as host.

Navy captured the Leech Cup last year for the 13th time since the competition began in 1924.

All-Marine Track Meet

The Marine Corps will hold its second annual All-Marine Corps track meet on 10-11 June 1949 at Marine Corps Schools, Quantico, Va.

Competition for 1949 will include 18 track and field events and will be conducted under current U. S. official NCAA rules. The meet is one of individual scoring and points will not be computed for the purpose of designating a post or station as All-Marine Corps champion.

Marine activities may enter as many men as practicable, providing each contestant qualifies by equaling a minimum performance established for each event. Naval personnel permanently assigned to Marine activities are eligible to participate. Members of platoon leaders classes and Marine Reserve units on active duty for training are ineligible.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Boxing
Week of 22 May 1949
Civic Auditorium
Oakland, Calif.



Tennis
Week of 17 July 1949
USNA, Annapolis, Md.



Golf
Period 10-13 Aug 1949
MCRD, Parris Island
South Carolina



Swimming
Week of 21 Aug 1949
Unassigned



Shooting (Pistol)
Week of 28 Aug 1949
Unassigned



Softball
Week of 4 Sept 1949
Unassigned



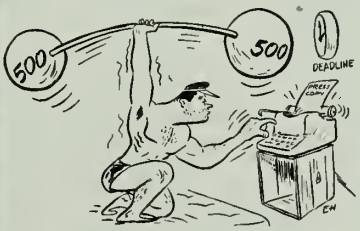
Baseball
Week of 11 Sept 1949
West Coast or Hawaii



Football
Saturday, 10 Dec 1949
West Coast

SIDELINE STRATEGY

When Lieutenant A. G. Getas, USN, sports editor of the *Border Review*, station paper of NAAS Ream Field, needs sports news he goes out and makes it. Lieutenant Getas (who is also a station athletic officer) recently set new local records in weight lifting by hoisting a total of 1,420 pounds in successive lifts by the two-arm curl, supine press, deep



knee bend, sit-up and dead lift methods. The muscular sports scribe casually elevated a 500-pound weight in the dead lift event.

★ ★ ★

Rudy Garcia, JO3, USN, sports editor of the *Gosport*, NAS Pensacola's station paper, informs this department that an inference in this column in the January 1949 issue is slightly misleading. It was pointed out in that column the Naval Academy JV football team romped over two of the better service teams, El Toro Marines and LantFlt Amphibs. The JV team didn't fare so well against Pensacola, getting knocked off by a 20-13 score.

★ ★ ★

The South Central Sports Group should turn up at the All-



Navy splash finals with a more powerful squad of aquamen than rolled over most of the opposition at last season's title contests. There will be fierce competition between NATTC Memphis and NAS Jacksonville for first place positions on the SC Group team. However, the current swim champs will probably have to turn in even better performances this year to hang on to their crowns. The group of top-notch swimmers who formed the Navy's Olympic squad last season will be back in All-Navy competition.

★ ★ ★

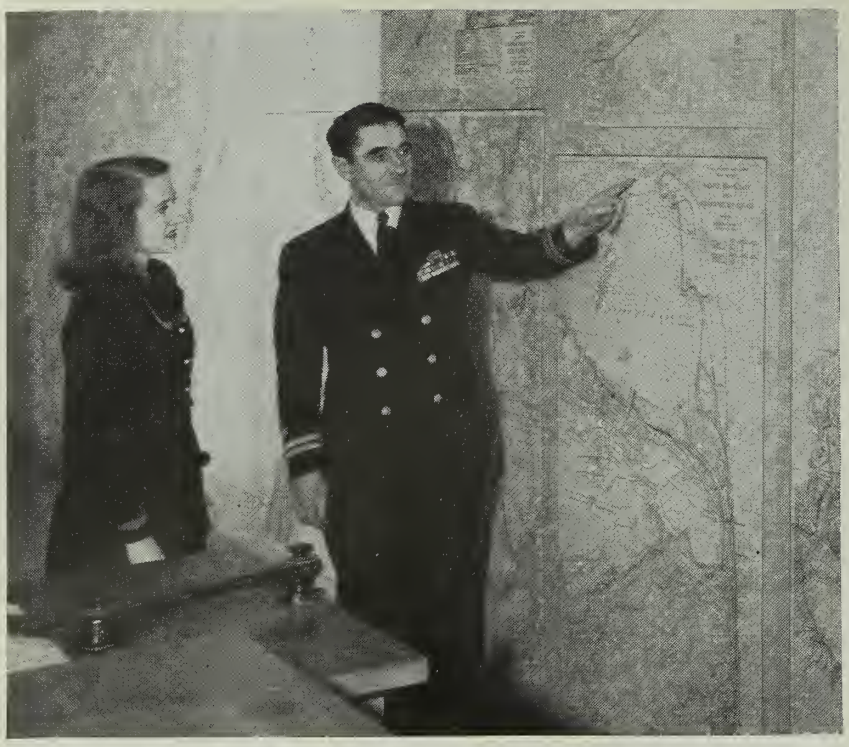
Plans are being made for a colorful show at the All-Navy Boxing Tournament. It will be televised, broadcast, receive extensive newspaper coverage and be filmed for newsreels. The Captain Jack Kennedy Trophy will be awarded for the first time.

★ ★ ★

One of the reasons the sharpshooting basketball team of USS *Kearsarge* (CV 33) compiled such a fine record this year is Lieutenant (junior grade) Ken



Shugart, USN. The former academy star sparkplugged the team all season. Another ship basketball team, the "Galloping Ghosts" of USS *Shelton* (DD 790) looked good earlier in the season and although they compiled an excellent record they could not match the more powerful shore-based teams in the Far East area. Ship-based athletes hold their own in the individual sports (notably boxing) but when it comes to team sports the lads who inhabit terra firma have been consistently successful in post-war competition.—Earl Smith, PNC, USN, ALL HANDS Sports Editor.



PORT directors are concerned with all problems related to the control of shipping in and around ports. The Reserve trains men to fill these offices.



FUTURE threats to national security will find Navy's air transportation system,

Naval Sea, Air and Land Transportation

GETTING there "fustest with the mostest" is the answer to the number one logistics problem in *How to Win Wars.*

Transportation has long been recognized as one of the most important factors to the success of any combat force. World War II saw this service developed to a high point of efficiency.

During the war years there was a massive temporary migration of men on a larger scale and over greater distances than had ever occurred before in the history of the world. Millions of tons of supplies had to be hauled across continents and oceans before victory became possible.

In any future emergency the Navy will again play one of the preponderant roles in this field as a transport agency. Its job ranges from truck movements at advanced bases to aviation logistic support and overseas transportation.

Military transportation involves not merely the actual physical movement of personnel and cargoes from one point to another. Its knottiest problems occur in coordinating transportation movements, avoiding or breaking bottlenecks, which usually occur at the loading or unloading points.

The Navy's experience in the early phases of World War II made it clear that a primary requirement of the preparedness program would be a trained body of transportation experts, as well as transport operators. Accordingly it has developed a training program in the Naval Reserve, including:

• *Naval Transportation Service Component*—a Reserve force trained to fill the requirements of the office of the Chief of NTS and the various continental and overseas port director offices.

• *Automotive Transportation Reserve*—a group of officers and enlisted men qualified to cope wtih the job of overland hauls from ships to supply depots and transportation at overseas bases.

• *Transport Squadrons of the Organized Naval Air Reserve*—to be assigned in time of mobilization to the Military Air Transport Service (MATS) for duty in passenger and cargo movements for the joint armed forces, or to the Fleet Logistic Support Wings directly under the Navy.

Naval Transportation Service Reserve. In December 1948 Secretary of Defense James Forrestal announced that all military sea transport, approximately 260 Army ships, would be consolidated under Navy command as another major step in military unification.

When the Navy takes over these Army ships, NTS will be the largest peacetime agency in history operating transport and cargo-type ships.

NTS has numerous jobs. It functions like a steamship company, operating some of its naval transport and cargo ships in a logistic support capacity, while assigning others to fleet or frontier commanders, or shipping agencies. It coordinates plans for arming and providing trained Armed Guard crews for merchant ships in time of war.

It also maintains technical and management control of the many offices of port directors in continental U. S. and at advanced bases.

At the close of World War II the real strength of NTS lay in its network of port director offices in every theater. NTS entered the war almost without identity, but it concluded its wartime mission with a strong officer corps that had played an important role in shipping operations throughout the globe.

The port director emerged from the



now part of MATS, better prepared than ever due to the training of the Reserve.

in Reserve



WAR-LEARNED transportation techniques are taught Reservists so that in times of trouble the Navy will be ready for operation at peak efficiency.

war as an essential and vital factor in overseas transportation. The Reserve training program of the Naval Transportation Service Component is devoted primarily to this activity, building up a force to man the offices of the port director.

The Reserve deck and engineering personnel who would be required for the actual operation of ships under NTS receive their training as members of the organized surface divisions of the Naval Reserve. The 600-odd surface divisions of the Organized Reserve provide facilities for instructing personnel who will be required to man every type of Navy ship.

The port director, however, is concerned with such problems as berthing, anchorages, and the various facilities vital to ships arriving or leaving a port. He sees to it that necessary lighters, boats and other equipment are provided. He arranges for stevedores to handle cargo, the details of unloading and loading passengers, fueling and handling of ammunition.

Approximately 2,400 Reserve Officers are learning these jobs in the Organized and Volunteer Naval Reserve.

At the present time there are 16 organized companies in the NTS Reserve with a full complement of 286 transportation experts, plus 86 volunteer companies with a membership of 2,171 officers.

These Reservists are being prepared for jobs in the offices of the Assistant Chief of Naval Operations (Transportation), assisting the chief of NTS, the Navy Petroleum and Tankers branch, as well as for billets in various port directors' offices.

The NTS Reserve companies are set up like a port director's establishment. They include administration and operations divisions, overseas shipping (cargo and passengers), the highly classified job of a CARO (convoy and routing officer), and material and inspection divisions.

One of the best examples of the role played by transportation personnel is in the story of The Magic Carpet. In the sudden period of demobilization following the Japanese surrender, the NTS was designated as controlling authority in the Pacific for Navy block passenger movements.

The achievements of the Navy's Magic Carpet and the Army Transport Pool were prodigious. From 1 Oct 1945 to 1 Apr 1946 a total of 1,980,000 Army and Navy personnel were returned to the United States. An additional 45,000 Army and 213,000 Navy personnel were returned in ships not assigned to troop lift duty. At the same time 397,000 Navy men were returned in their own ships.

The Magic Carpet provided the desired results through original and imaginative planning, unprecedented administrative methods, and cooperation of all the units concerned.

Automotive Transportation Reserve. Of all the methods of transportation



IN PEACE, NTS, run much like a steamship company, trains men to operate a military transport agency at maximum effectiveness in event of an emergency.

during war, none is more important or flexible than the truck. Whether for a long haul from factory to pier or the short jump from LST to the ammo dump it is the truck and related types of automotive transport that deliver the goods to the spot where it is needed.

In World War II the record of naval automotive transportation in all theaters was outstanding. During the final month of the campaign against Japan, Seabee trucking units and stevedore battalions landed and delivered more than a million tons of supplies on Okinawa. This record climaxed 27 months of efforts since the early spring of 1943 when the special naval construction battalions started to break the critical bottleneck in cargo unloading at South Pacific ports.

Developing a system of control whereby a single authority was responsible for handling all cargo between ship's holds and depots ashore, CEC officers at Okinawa were able to double unloading schedules. The original base development plan called for the handling of 550,000 measured tons per month over completed piers and permanent installations. In July 1945, trucking and stevedore units at Okinawa discharged and delivered a total of 1,015,374 tons of freight—not over completed piers and permanent installations but over the beaches. Moreover, all this freight was handled twice, from ships to lighters and from lighters to trucks on the beaches.

Once a truck is loaded, the problem of an automotive transport unit is just begun. The truck drivers may have to dodge enemy attacks on the beaches and watch for snipers along the jungle trails. They have to fight heat and insects and mud—or else sub-zero weather, frozen fingers and sluggish engines.

In time of war the Navy goes into the trucking business in a large way. By February 1943, for example, the Navy possessed 95,000 vehicles. Under the pre-war peacetime setup responsibility for the procurement, assignment, operation and maintenance of vehicles was divided—and this system was staggering under the load of emergency war requirements.

Reserve Transportation Units Learn to Get There 'Fustest with the Mostest'

What was needed was a new plan to centralize and tie together all parts of the Navy's automotive transportation program. To solve its problems on the domestic front the Navy established the Transportation Branch to provide centralized control and direction.

Field officers in the various naval districts were staffed by qualified personnel drawn largely from civilian industry and embarked on a program to control and centralize vehicle procurement on an economical and efficient basis, to establish a sound maintenance system for both vehicles and tires, to control vehicle mileage by approved commercial practices and to control and centralize spare parts and tire supply.

The purpose of the postwar training program of the Reserve's Automotive Transportation component, which was established on 8 Sept 1948, is to continue the work which was begun in the war and build up a highly efficient body of transportation experts.

A minimum quota of 2,000 automotive transportation personnel is called for in the Naval Reserve. Volunteer units have been activated in 13 cities from Boston to Pearl Harbor, and others are in the process of organization.

All Reserve officers and enlisted men with automotive experience are eligible to participate in the program. This will cover all transport management, including administration, maintenance and operation. Training courses developed by the Bureau of Yards and Docks are provided for group study, and in cases where members are unable to attend regular meetings because of the location of their homes, they may be obtained as a correspondence course.

Reservists study shop management, long distance hauling, spare parts, inspection policies, and safety. Their training also covers cold weather and tropical operations, disaster measures, procurement and delivery of vehicles.

Under major repair and overhaul programs they study problems of upkeep: weekly steam cleaning of a truck's undercarriage, grease and lubrication schedules, valve grinding, brake realigning, and the 5,000-mile check.

Annual two weeks' training courses at naval shore establishments, at au-

tomotive factories and at approved industrial training schools will be organized to fill the needs of members at points convenient to their homes.

Organized Air Transport Squadrons. The excellent records achieved by the Army's Air Transport Command (ATC) and Naval Air Transport Service (NATS) during World War II resulted in a continuation of the programs in the postwar military organization. The two services are now merged into MATS.

To help supply the personnel pool for mobilization requirements in air transportation, the Naval Air Reserve's organized component trains transport squadrons, as well as squadrons in all phases of combat aviation.

The Navy's week-end warriors now drill in 25 transport squadrons at naval air stations and NARTUs all over the country.

The average naval transport squadron in reserve has a total of 62 officers and men, who train primarily in R4Ds. Capable of operating 150 transport planes in the event of emergency, the 25 transport squadrons could move at short notice a force of approximately 5,000 men at one time.

The Reservist pilots are trained in passenger and cargo handling on schedule. Their 100-hour flight syllabus emphasizes comprehensive cross-country flights and instrument flying.

Miniature transport airlines are now in operation at a number of Reserve air stations. The transport squadron at NAS Glenview, Ill., for example, operates a military cargo-passenger schedule—on week-ends—between the naval air stations located within the 9th Naval District.

The Reservist pilots train also in special cargo handling. Some of them participated in Operation Hay-Lift to feed the cattle in the western states during the winter's big freeze. During the Marine Corps' war practice maneuvers, they ferry Marine units to the areas where the exercises are to be held.

Transport pilots who are unable to join organized units may train in Associated Volunteer Units, Aviation, on a similar but smaller scale.

In the event of a future emergency the Navy will be better prepared than ever before to handle the immediate problems of transportation, both on domestic and foreign fronts, with its competently trained nucleus of experts, capable of operating in key positions or instructing new personnel in an expanding naval organization.



MENACING cooks John Soderstrom, CS1, and Mrs. Eleanor Black threaten the complacent contest judges Hall, McDowell and DuBois.

Pie-Baking Contest Proves Ladies Still Champs

Of all the good cooks in the Navy, submarine cooks are traditionally the best. But what about the bakers?

They're probably among the best, too, but wives of personnel serving aboard the submarine USS *Chopper* (SS 342) thought the undersea pie-makers could be beat. The upshot of it all was a pie-baking contest, with the Navy wives pitting their skill against the male dough-mixers.

A total of 21 pies constituted the field of competitors. A radioman second class and a chief engineman were the official judges, with a San Francisco newspaper writer matching them, slice for slice. Some thought that an air of tenseness hung over the entire Hunter's Point shipyard as the hours went by. The identity of each pie's creator was shrouded in secrecy, but competitive fever ran high. What would carry off top honors—the official-looking apple pie with the golden brown crust? The open-work rhubarb job? The frothy lemon-meringue entry? The three forks rose and fell rhythmically as pie after pie passed before the judges.

Even with the pie samples becoming smaller as time went by, the judges were hard put to contain their last few hundred bites of the desserts. At last, however, the ultimate pie was duly sampled.

The winner was a drool-inducing banana cream masterpiece created by Mrs. Edna Olsen, wife of Chief Electrician John Olsen of Port Orchard, Wash. Second prize, too, went to a shore-side cook. Mrs. Joan Kelly, wife of Jim Kelly, EN 2, walked away with that honor, winning it with a lattice-work-covered apple creation. Mrs. Olsen was given a plaque as a token of honor.

Now, as a fitting conclusion to such a momentous event, the judges were asked to choose the "lousiest" pie in the contest. The decision here, as in the case of the winning pies, was unanimous. It was a certain lemon pie in this case. Matching the code number with its corresponding name, the judges learned a truly shocking thing. The lousiest pie was baked by the sub's skipper—CDR J. M. Bowers, USN. He was given a box of lemons as a suitable award.

The ladies returned to their kitchenettes, saying, "That only goes to prove what we've always said. Pie-baking is a woman's job."

The nautical bakers said, "We was robbed."

The judges, with pie-filling dripping from their ears, said not a word.

VOLCANO SLEUTHS



PERPETUAL SMOKE is ominous evidence of the volcano's latent power of destruction which scientists seek to predict.

VOLCANOES, like women, are difficult to predict. But unlike the ordinary male, the Navy is doing something about them.

Armed with previous geologic knowledge, Navy scientists today believe they're on their way to a better understanding of the whys and wherefores of volcanism. While reticent to make rash guesses, they feel they'll eventually be able to develop techniques to predict the nature, location and time of volcanic eruptions near naval and military installations.

Volcanic eruptions in the future—so say scientists—definitely will affect military operations. Naval and military activities can seriously be hindered or even stopped completely by the earth's eruptions—as during the war when it almost became necessary to abandon at least one important base.

The Navy is directly and vitally concerned with volcanic studies because of far-flung shore based activities established during and since the war. These bases might conceivably be destroyed — or at best severely hindered—by unexpected crustal movements. It is for this reason that efforts are made to understand—and predict—volcanic eruptions.

In 1944 when Mt. Cleveland erupted on Chuginadak Island in the Aleutians, one enlisted man was killed. Fort Glenn on Umnak Island, in 1945 a large air base, almost was evacuated during hostilities as the result of a spectacular eruption of Mt. Okmok. As late as 1947 a Navy range station at the native village of Akutan was in the path of a lava flow from Akutan volcano which had become active.

What little is known of volcanic eruptions and other crustal movements is based principally on scientific speculation. Who, for instance, has been below the earth's surface to view at first hand an earthquake focal point? And who knows without a doubt what creates a devastating tidal wave—or tsunami, as the scientists call it? Or who is there alive today who has penetrated the bowels of an extinct—much less an active—volcano to learn just *why* it erupts?

Seek Techniques to Predict Eruptions by the Earth Near Naval Installations

Scientists for hundreds of years have been seeking answers to questions about volcanoes, earthquakes and tidal waves. They have pretty good notions as to what they are, but no one knows with absolute certainty.

A continuing, meticulous study is pursued to understand the earth's history as recorded by its rocks—which is the science of geology. Utilizing the principles of physics, astronomy, chemistry, mineralogy, zoology and botany, geologic studies open new vistas for naval authorities especially in their logistic planning.

Volcanic eruptions, coupled with attendant earthquakes, lava flows and falls of ash are definite menaces to naval installations. The Navy's civilian geophysicists are engaging in a basic research program to protect naval installations from this destruction. This is taking place principally in the Aleutians where important bases are located.

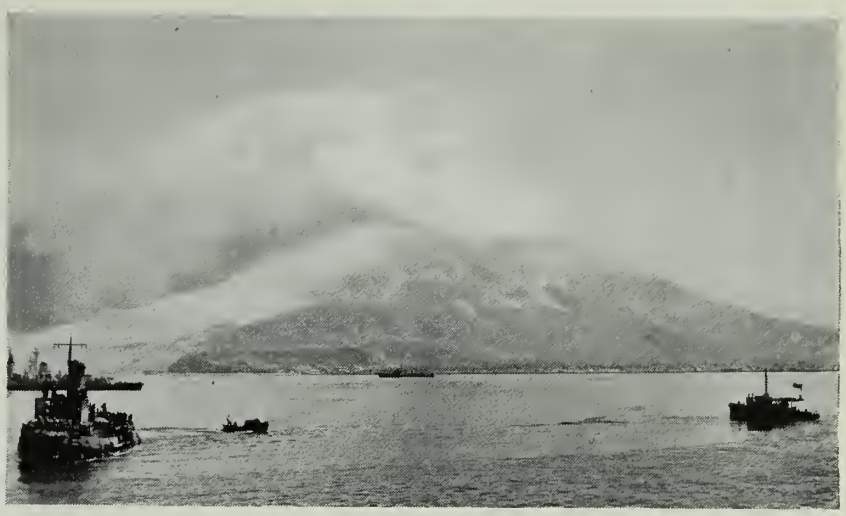
The Navy fueling station at Sand

Bay and installations on Adak, tor example, are in the unfortunate position of being within range of ash eruptions. Sand Bay conceivably would be in the worst location being on the island on which Great Sitkin volcano is bound to vent its wrath again some day. While presumably there would be little danger to life on Adak because of its distance from Great Sitkin, prevailing winds might carry the finer ash to that island. Serious impairment to the water supplies, damage to machinery and hampering of transportation could thus result.

Now, for the first time scientists have taken to the air to collect geological information for later interpretation.

This airborne study intends to test the application of aeromagnetism to military and geological problems in volcanic areas. It consists of measurement by a delicate instrument of the varying intensities of the earth's total magnetic field. Experts then translate this information into magnetic contour maps (ALL HANDS, September 1948. p. 40). These maps provide data concerning the structure of the earth's composition hundreds or thousands of feet beneath the earth's surface.

This delicate measuring instrument —a magnetometer—is housed in a bomblike structure in the tail of a specially modified PBY5A airplane. It first was used in volcanic work in 1947 when a Navy flight crew carried



ERUPTIONS such as these which occurred in 1946 during the occupation of Kagoshima, Japan, have proved definite menaces to naval installations.

three civilian Navy scientists on a survey trip throughout the Aleutian arc and mid-Pacific islands.

The magnetometer—a rich man's "divining rod"—is a modification of equipment used in airplanes during the war to detect submarines that were submerged.

"Project Volcano" is the term applied to the air expedition. The actual survey crew consisted of three officer pilots-navigators, six enlisted men and the three civilian scientists.

In less than three months the airborne survey team logged more than 245 flying hours under strenuous conditions, all without serious incident. Checks and repairs always were made by the enlisted crew despite freezing temperatures, rain or tropical heat. As a result the plane never missed a scheduled hop.

Adding to hazards encountered during the missions were fog banks, downdrafts over volcanoes, strong winds, rain and generally poor visibility which characterize the treacherous weather conditions of the Arctic regions.

Generally, the idea involved in the survey is this:

The earth's magnetic field varies both in intensity and direction from point to point along the earth's sur-

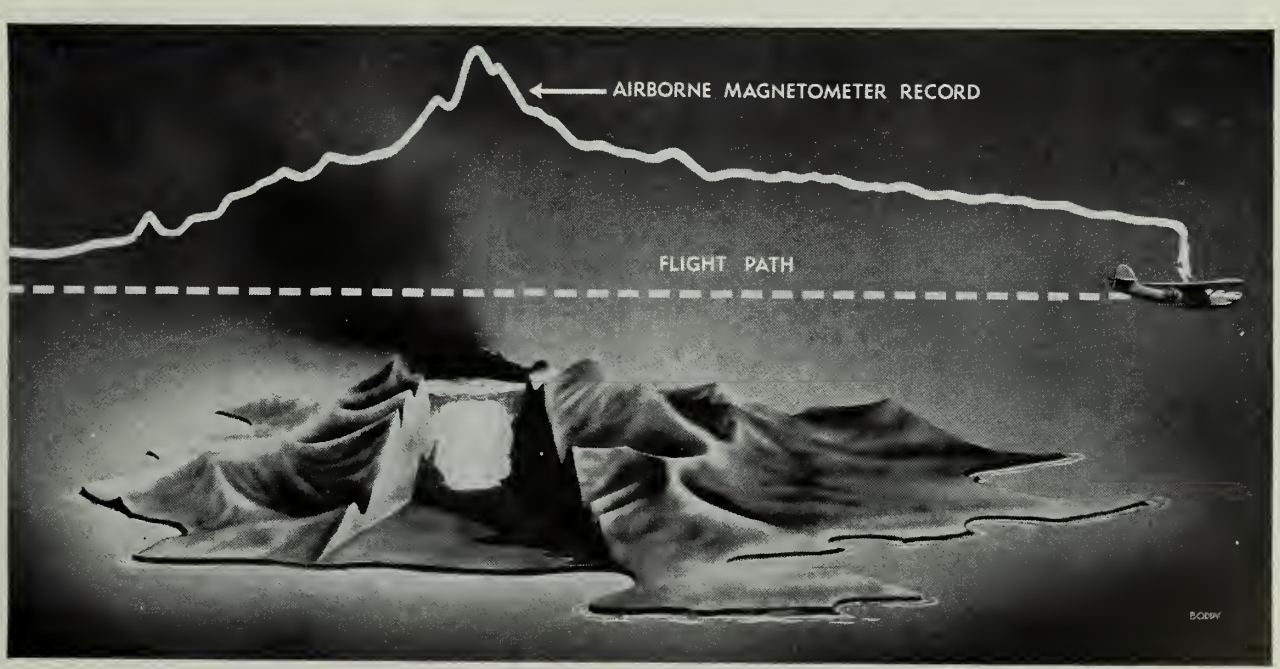
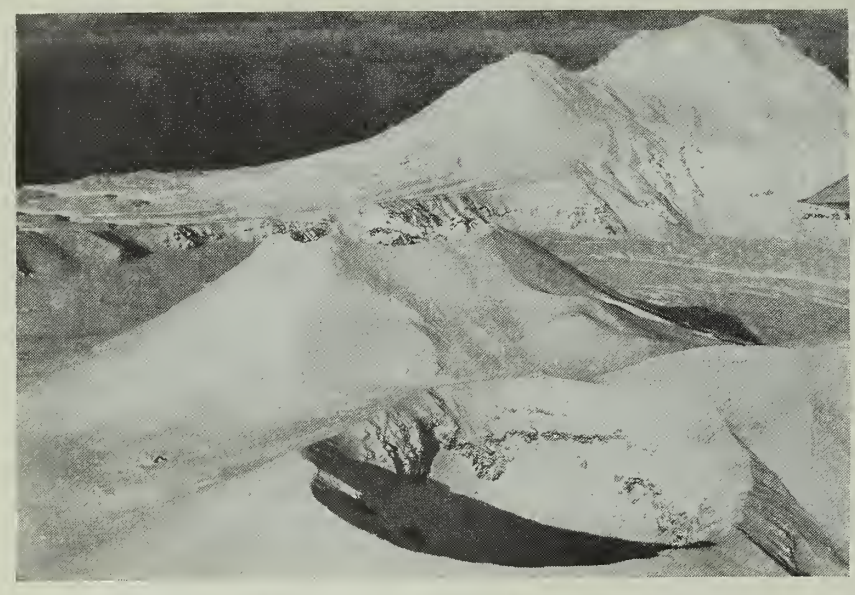


ILLUSTRATION shows cone-like volcanic plug and graph of its general contour as made by airborne magnetometer.



TWIN CRATERS on Semisopochnoi Island near tip of Aleutian chain will be studied by Navy geophysicists in their program of volcanic research.

face. Intensities of the magnetic field are measured by the magnetometer.

Values of the total intensity are recorded on a continuous paper tape. This graph resembles any dull business index — with its mountains and valleys.

The earth's magnetic field is measured over areas where various mineral deposits or other under-surface magnetic bodies are located. Such underground formations are indicated by changes in the magnetic field at the surface.

Magnetic contour maps are drawn from these measurements. Information as to the location of uplifts in the basement rocks thus are provided from these maps. This in turn serves as a clue to volcanic action.

If you were looking at a cross section of a volcano, you'd see various layers of different kinds of sub-surface material—shale, sandstone, limestone, granite or basalt, for example. Protruding somewhere beneath the center of the volcanic mountain like a giant inverted cornucopia is found a semi-molten body of igneous rock called a magmatic body.

This cone-like formation, which once was one of the layers of the earth, became so disfigured because of an underground pressure. As subsequent molten lava is ejected to the surface, portions of it settle back on top of the original magmatic body. When this molten lava has hardened in this position it is called a volcanic plug.

Magnetometer readings show in general the contour of the magmatic body. From comparisons with previous geologic information, additional data as to the volcanic action can be learned.

In order to traverse the thousands of miles necessary in the aerial survey, the actual areas to be covered were plotted into sections. The flying laboratory would travel in one direction for a hundred miles or more, repeating the process at intervals of 10 miles. This would be continued until the desired area was covered.

Included in the volcanic survey were flights over the Aleutian Trench —an undersea center of earthquake activity. From data learned in readings over this trough scientists hope to learn more about submarine earthquakes and resultant tidal waves.

As recent as April of 1946 so-called tidal waves swept the Pacific from the Aleutians to the Hawaiian Islands. Across the Pacific the amplitude of the waves was only about one or two feet with the wave lengths averaging several miles. Some waves, however, towered 100 feet when they reached Hawaii where as a result 113 persons lost their lives. It is believed that this devastation was created by a shift in the Aleutian Trench.

In flying over the trench, instruments were used exclusively for navigation. The extremes of frigid weather encountered on numerous occasions caused the breaking off of radio and radar antennae.

Experienced personnel — enlisted and officer—were specially selected for the aerial expedition from the Naval Aircraft Modification Unit at Johnsville, Pa.

The project itself was a joint venture of the Office of Naval Research and the U. S. Geological Survey assisted by the Naval Ordnance Laboratory.

The Navy's contribution to the understanding of volcanoes is an outgrowth of a study begun a number of years ago by governmental scientists. The Navy in 1946 assumed certain military aspects previously handled by the Army.

Future studies and location and construction of new naval installations will depend on results obtained from the series of expeditions—land and airborne.—Ed Velarde, JO1, USN.



WALL OF FIRE cascades from Mokuaweoweo Crater down slopes of renowned Mauna Loa, one of the most active volcanoes on island of Hawaii.



MAXIMUM protection is provided aircraft personnel by blasting flames from cockpit with a 'Paradise' foam nozzle.

Hot Poppas Get New Fire-Fighting Methods

SPECIALLY trained fire-fighting teams at Pacific naval air stations require only a half a minute to rescue personnel from the wreckage of a crashed plane.

The speed with which the fire-fighting and rescue units operate is due mainly to the efforts of a training team of Commander, Air Force, Pacific Fleet, Pearl Harbor, which travels to all air stations in the Pacific area, instructing and demonstrating the latest methods to combat aircraft fires.

The eight-man team moves onto a station and begins an immediate survey of the installation's fire-fighting needs. A team is organized from station personnel and surveyed aircraft are collected for demonstration purposes.

In 10 days, the station's new fire-fighting crew is ready to go into action. Their training has taught them how to approach a fire, how to carry out protective measures to insure the rescue of the plane's personnel as quickly as possible, the types and amount of equipment needed to combat successfully the various kinds of aircraft fires, and the employment of mechanical foam.





FIRE-FIGHTING team approaches simulated crash on the run (left) in demonstration of rescue techniques (right).

LETTERS TO THE EDITOR

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

VA Medical Aid for Old Timers

SIR: I served in the Navy from 20 May 1904 until 30 June 1914 and I would like to know if I am entitled to medical assistance by the Veterans Administration? I served on board *Marblehead*, *Yorktown* and *Buffalo* during that time and I believe I am eligible for the Nicaraguan and Mexican Campaign Medals. How do I go about finding out about this?—V.C.P., ex-GM3, USN.

• *Persons discharged from the Navy for disabilities incurred in line of duty, or those in receipt of compensation for service-connected disability, and veterans of any war (discharged under other than dishonorable conditions and unable to defray the costs of such care) are eligible for VA domiciliary care while they are suffering with permanent disabilities, tuberculosis, or neuropsychiatric ailments, and medical and hospital treatment for diseases or injury.*

Applications regarding individual eligibility for Navy awards should be addressed to Chief of Naval Personnel, Navy Department, Washington 25, D. C. (Attn: Pers 10).—ED.

Ex-POWs and Medals

SIR: As an ex-POW held by the Japanese in China from 11 Nov 1942 to September 1945 I would like to know if I am eligible for the China Service Medal? —S. S. C., ADC, USN.

• *In order to be eligible for the China Service Medal and Navy Occupation Service Medal a member of the naval service must have served on permanent active duty with a unit credited with service entitling such unit to these awards. POWs are entitled if their service meets the above requirements.*—ED.

Gold Hashmarks

SIR: In January 1949 ALL HANDS the story "All Hands Supplies Clinchers for Hashmark Arguments" says that good conduct must be maintained for enlisted personnel to continue the wearing of gold hashmarks and rating badges. Would you please quote me the directive upon which this statement is based? I was under the impression that once gold hashmarks were earned they could not be revoked regardless of conduct afterwards.—R. M. K., CHRELE, USN.

• *Change No. 1 to U. S. Navy Uniform Regulations, dated 24 Feb 1948, provided that the standards of good conduct must be maintained in order to wear gold rating badge and hashmarks.*—ED.

Travel Allowance

SIR: If a man was discharged in Boston, Mass., at the receiving station and had reported there for discharge from a ship with a home port in Boston, Mass., would he rate travel allowance for his wife and transportation of household effects if he reenlists on board another ship with a home port of Key West, Fla.?—J. N., IC1, USN.

• *Under existing instructions, a man (pay grade 3 or above) who is discharged and reenlisted at the same place (geographical location) within the continuous service period, is entitled to transportation of dependents and household effects from the last permanent duty station prior to discharge to the new permanent duty station after reenlistment. This includes home yards and home ports when the old and new duty stations were vessels.*—ED.

Who Goes to IC School

SIR: (1) Is there a school for FAs or FNs who wish to have IC rates? (2) If so, what are the qualifications? (3) Can a man be broken in rating if he flunks out of EIC school and for that reason alone?—R. A. S., IC1, USN.

• (1) *Naval Schools, Interior Communications Electronics, Class A, have been established at the Naval Training Centers, Great Lakes, Ill., and San Diego, Calif.* (2) *FNs, FAs, SNs, SAs and IC3s who have not attended these schools are eligible for admission provided they have a minimum combined score of* 110 *on ARI and MECH (or MKELECT) and* 18 *months obligated service upon date of entry into school. Completion of high school courses in physics and mathematics is desirable. Graduation from any Class A school eliminates personnel from attending another Class A school.* (3) *Any man may be reduced in rating for proven incompetency in accordance with the provisions of Article D-5113, BuPers Manual, but such reduction in rating should be made only in accordance with the Navy's policy. The fact that a man fails a course of instruction in itself does not serve as a reason for reduction in rating for incompetency.*—ED.

Airman Apprentice

SIR: I notice that in February 1949 ALL HANDS, p. 48, in the list of Navy enlisted ratings you have "aviation apprentice" instead of "airman apprentice." It is not often that I notice an error in ALL HANDS and I would not have brought it to your attention if it was not for the fact that ALL HANDS is used for reference so much.—I. R. E., YN3, USN.

• ALL HANDS *makes every effort to give the straight dope to personnel of the Navy. Where "aviation apprentice" appeared (February* 1949, *p.* 48) *it should have been "airman apprentice."* ALL HANDS *appreciates such interest and as long as people continue to write letters, whether they consist of constructive criticism or praise,* ALL HANDS *will know that it is being read and appreciated by those it endeavors to serve.*—ED.

The Story on Astoria

SIR: I am an ex-crew member of *Astoria.* Can you tell me what has become of her?—L. F. D., BMC, USN.

• *The information contained in your letter does not specify what* Astoria *you are referring to.* USS Astoria (*CA* 34) *was lost in action off Savo Island, Solomons, 9 Aug* 1942. USS Astoria (*CL* 90) *is still on active duty with the Navy, although scheduled to be inactivated in the near future. Her present home port is San Pedro, Calif.*—ED.



USS *Astoria*—Fighting cruiser (CA 34) sunk in a fierce surface battle off the Solomons.

The Word on Uniforms

SIR: What is the history behind (1) black neckerchief (2) square knot on the neckerchief (3) four stripes on the neckerchief (4) two stars on the collar (5) and three stripes on the collar.—G. S. D., QMC, USN.

• (1) *In the early days of the Navy enlisted men oftentimes wore their hair clubbed and tarred. In order to protect the uniform they were permitted to wear bandannas. Early in the nineteenth century black handkerchiefs or neckerchiefs were prescribed, possibly because tar stains would not be so noticeable on them.*

(2) *The specific reason for tying the neckerchief with a square knot is not known. It is reasonable to believe, however, that it was done because the square knot was a knot not easily given to slipping and easy to fashion.*

(3) *There is no significance to the pattern of the neckerchief.*

(4) *Prior to* 1866 *enlisted men wore various designs of stars and anchors on their collars for decorative purposes—no insignia being officially authorized.*

Ship Reunions

News of ship reunions and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

• USS *Hornet* (CV 12): reunion over the last weekend in April or the first in May 1949 in Washington, D.C. for crewmembers and air group members with their families. Over 700 have already indicated their interest. Arrangements are under way to provide Navy quarters for Reserve male personnel who want them, and hotel reservations can be made through the committee. Write to: Captain C. H. Duerfeldt, Telegraph Road, Alexandria, Va.

• USS YMS 47: annual reunion from Friday, 3 June 1949 to Sunday, 5 June 1949, at "The Alpine," RFD 3, Box 195, Kingston, N.Y. Contact Hans Olaf Thummel at that address.

• USS *Massachusetts* (BB 59): reunion in Boston during the month of May, 1949. Contact James L. Harrington, 158 Salem St., Reading, Mass. For details of a new organization known as the USS Massachusetts Associates, write to J. E. Shiels, YNC, c/o USNAS, Squantum, Mass.

• USS *Phoenix* (CL 46): reunion planned for the summer of 1949 in Philadelphia, Pa. Former personnel or surviving parents and wives should contact E. R. C. Garvin, Box 284, Mechanicsburg, Pa.

Retainer Pay

SIR: What happens to the retainer pay of a Fleet Reservist when he dies? Does it revert to his widow or immediate dependents?—J. M., MMC, USN.

• *Retired and retainer pay ceases upon the death of any retired or Fleet Reserve personnel.*—ED.

The Uniform Regulations of 1866 *provided for stripes to be worn on the collar and two stars—one in each corner. From* 14 *July* 1869 *to* 20 *Jan* 1876 *only the stars appeared, the stripes having been abolished. Following* 20 *Jan* 1876 *the stripes were again authorized and the stars have been worn ever since.*

(5) *Stripes were first authorized in* 1 *Dec* 1866 *uniform regs which prescribed that petty officers, seamen and* 1*st class firemen should wear three rows of white tape; ordinary seamen and* 2*nd class firemen, two rows; and landsmen, coal-heavers and boys, one row. These stripes were abolished by regulations of* 14 *July* 1869. *General Order No.* 202 *of* 20 *Jan* 1876 *again directed that stripes be worn—all enlisted men to wear three. This order has continued as such until the present day. They are purely decorative.*—ED.

Duty on Board Super-Carrier

SIR: In your November ALL HANDS 1948 you made mention of the Navy new super-carrier. There are some of us aboard ship that would gladly ship over to have duty aboard such a ship. Is there any way that we can submit a request for this duty?—J. F. A., RD3, USN.

• *The crew for this ship will not be assembled until* 10 *weeks in advance of commissioning. That will be a number of years from now. Request for this ship are not desired and will not be acknowledged.*—ED.

Sea Pay for Stateside Duty

SIR: A group of men attached to a utility squadron at Guantanamo Bay, Cuba, were sent under TAD orders to Key West, Fla., and another group to Quonset Point, R. I. These men were in a flight status. On their return to home base they were not paid sea pay for the time spent in the states. Shouldn't they be entitled to sea pay?—W. T. S., ADC, USN.

• *According to paragraph* 3(*d*), *SecNav Ltr., Article* 45-530 (*NDB, AS & SL January-June* 1945) *as amended, personnel under flight orders attached to a utility squadron are entitled to the percentage increase in pay for sea duty regardless of the geographical location of the squadron or the issuance of orders to temporary additional duty elsewhere.*—ED.

Summary and Gold Hashmarks

SIR: I was given a summary court in February 1942. How long must I wait before I can wear gold hashmarks?—A. E. M., USN.

• *Probably January* 1954. *Under current uniform regulations you must maintain the necessary marks and qualifications equivalent to those necessary for the receipt of Navy Good Conduct Medals for* 12 *years to be entitled to gold hashmarks.*—ED.

About Melville

SIR: I would like to know what happened to USS *Melville* after the war? Was she scrapped or put into one of the reserve fleets?—R. L. C., SK2, USNR.

• USS *Melville* (*AD* 2) *was transferred to War Shipping Administration for disposal by the Maritime Commission in March* 1948.—ED.



Bearing Circle.



Azimuth Circle.

Going in Circles

SIR: In the September 1948 ALL HANDS you pictured a bearing circle and made reference to it as an azimuth circle. In the January 1949 ALL HANDS an observing QMC called attention to this error but in the editor's reply there was nothing confirming or denying the chief's question. Instead, the editor quoted Bradford's Glossary of Sea Terms and gave the impression that the chief wasn't quite up to date on the instruments he uses daily.

The bearing circle shown in ALL HANDS is an instrument in itself. It is used for determining both bearings of terrestrial objects and azimuths of celestial objects. It becomes an azimuth circle only when fitted with an additional prism-mirror appliance designed especially for obtaining the compass azimuth of the sun.—C. M. L., CHMACH, USN.

• *In response to numerous inquiries* ALL HANDS *has done additional research and it is now quite evident that the instrument mentioned in the Quiz Aweigh is a bearing circle.*—ED.

Who Salutes Whom

SIR: If an enlisted man is walking alongside a commander and a lieutenant approaches does the enlisted man return the salute with the commander?—R. H. E., BMC, USN, and R. O. B., YN1, USN.

• *There is no authoritative source which answers this specific question. However, on the basis of other hypothetical cases which have been given in the past it would appear to be affirmative.*

In the case of an ensign and a commander walking along together and approached by a lieutenant, the situation is clear. A junior in the company of a senior officer and approached by an officer whose rank is intermediate, the approaching intermediate ranking officer must salute first and his salute is returned simultaneously by the other officers. This rule is substantiated in Naval Orientation (NavPers 16138, Revised, June 1945) and in ALL HANDS, *January 1944.*

Considering this it would seem only proper for the commander and enlisted man to return their salutes simultaneously in the above situation.—ED.

Serving Probation Period

SIR: On page 29, January 1949 ALL HANDS in the Letters section under the title, "Must Serve Probation Period," it seems to me that your reply to G.S.M.'s query is in error. My interpretation of Alnav 436-46 is that unless a man has been restored to active duty after a retraining period he should be discharged on his expiration of enlistment date, regardless of probationary time remaining to be served. I use as the basis for this opinion Article 476 of Naval Courts and Boards.—L. L. H., YNC, USN.

• *Paragraph 3 of Alnav 436-46, which modified Alnav 155-41, permitted discharge of naval personnel upon expiration of enlistment with certain specific exceptions including, among others, enlisted personnel restored to active duty on probation if violation of the probation would result in a bad conduct or dishonorable discharge. Alnav 436-46 authorized their retention until expiration of the prescribed probationary period (if less than six months) or until the expiration of six months of the prescribed probationary period (if more than six months). Alnav 436-46 was cancelled by BuPers Circ. Ltr. 6-49 but the above was incorporated in BuPers Circ. Ltr. 6-49 and remains in full force and effect.*

That part of Section 476, Naval Courts and Boards, which states "Probationary periods cannot extend beyond the current enlistment of the man concerned" is not applicable during the period of national emergency. For certain purposes, including the foregoing, the national emergency has not yet been terminated.—ED.

Overseas Shore Duty

SIR: I am interested in putting in for overseas shore duty but I am not familiar with the reference to use. Also I would like to know where I can get information on the living conditions at the various overseas activities. ——N. D., FN, USN.

• *Overseas shore activities are under the jurisdiction of fleet commanders, and requests for duty therein should be addressed to them.*

Your request should be submitted in accordance with fleet directives to the cognizant fleet commander for approval.

In December 1948 ALL HANDS, *pp. 36 to 41, there appeared a list of overseas stations and pertinent information concerning living conditions there.*—ED.

Ship's Name on Hat

SIR: Before the war enlisted men wore bands on their flat hats that carried their ship's name. Will this ever be put into practice again? Also, I don't see why the Navy doesn't authorize shoulder patches carrying the ship's insignia. It would serve to build additional pride in a particular ship or unit the man is attached to.—E. H. H., LI3, USN.

• *The Navy Department does not contemplate authorizing cap bands with ship's names thereon at any time in the near future.*

In view of the mobility of naval personnel and their availability for assignment to any type of duty, shoulder patches to indicate type of duty would be subject to constant change. They are not considered desirable for the Navy and it is not foreseen that any will be authorized in the immediate future.—ED.

Cruiser Inactivated

SIR: I served on board USS *Tucson* (CL 98) while she was with Task Force 38. I would like to know what has happened to her now?—C. E. O., QM1, USN.

• USS Tucson *was recently selected for inactivation at San Francisco, Calif.* —ED.

Shore Duty Billets

SIR: Are there any Regular Navy billets available at NAS Dallas, Tex.? I am interested in getting shore duty in that area as I only have a couple of years left before I retire.—C. C. B., ADC, USN.

• *There are a few Regular Navy billets at the Naval Air Station, Dallas, Tex. If you desire to be placed on the SDEL, it is suggested that you submit an application for shore duty in accordance with BuPers Circ. Ltr.* 101-48 (*NDB, AS&SL, January-June* 1948).

When the effective date for transfer to the Fleet Reserve is set, and should you still desire duty at NAS Dallas, special consideration will be given your request submitted at that time.—ED.

Civvies on Board Ship

SIR: Are enlisted men allowed to have civilian clothes on board any U. S. naval vessel?—P. P. B., YN2, USN.

• *Article* 1-3(b) *Uniform Regulations,* 1947 *states that enlisted personnel are not permitted to have civilian clothing in their possession on board ship.*—ED.

Disposition of Alcor and LST 387

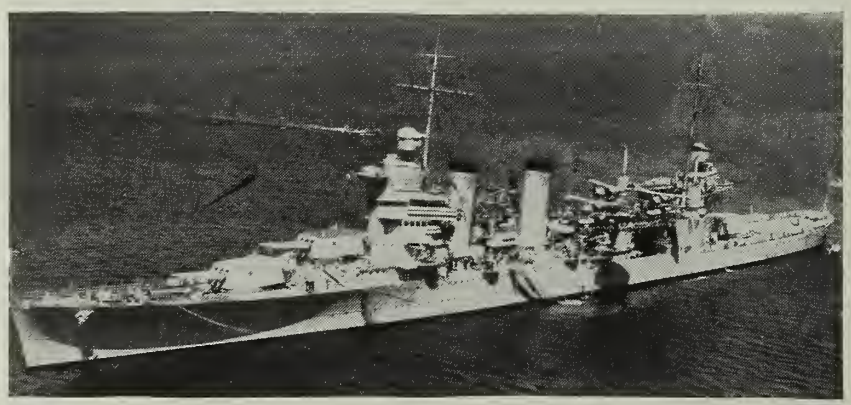
SIR: During the war I served on board USS *Alcor* (AD 34) and USS LST 387. I wonder if you can tell me their present locations?—J. E. W., ex-MM2, Retired.

• USS Alcor (*AD* 34) *and* USS *LST* 387 *were both transferred to the War Shipping Administration and disposed of through the Maritime Commission.*—ED.

Pensions for Widows

SIR: When officers or enlisted men die while on the retired list, does their retired pay go to their widows?—O. R., USNR.

• *There is no provision of law whereby the widows of retired naval personnel are entitled to pensions from the Navy Department. Widows (who have not remarried) of veterans of most wars are usually eligible, however, for some type of pension from the Veterans Administration or Social Security Administration.*—ED.



USS *Tucson*—To be inactivated along with USS *Oakland* (CL 95) and USS *Fresno* (CL 121).

The Battle of the Bubbles

LITTLE things are mighty important to the Navy. Take bubbles, for instance. Have you ever wondered about bubbles—how they're formed, or what happens when they burst? Probably not. But the Navy has.

The question concerning bubbles may seem academic. It may seem small. It may even sound silly. The Navy doesn't think so, however. As a matter of fact the Navy believes that finding the answer to this query may change a lot of things about ships and water-borne missiles.

The cause of pitted propellers and trouble with sound interferences on submarine detection devices may lie in one phenomenon—bubbles.

More accurately, the cause may be cavitation. This is an underwater condition involving the bursting of bubbles and the formation of vacuums around propellers revolving at speeds above certain critical values.

Just exactly what cavitation is even top scientists aren't sure. That's why they're conducting experiments at the California Institute of Technology in Pasadena, Calif. It's part of a research project sponsored by the Research and Development Division of the Bureau of Ordnance and the Fluid Mechanics Branch of the Office of Naval Research.

Of one thing the scientists are certain. Bursting of bubbles around a ship's propeller or a torpedo noticeably affect their operation. Cavitation bubbles are known to erode and damage propellers and to result in considerable reduction in their efficiency.

These cavitation bubbles, moreover, create noise which when measured in terms of common occurrences approximate the clatter of thunder or the deafening roar of an artillery barrage. This obviously is a dead give-away to an enemy's sound detection devices.

Pictures taken at the rate of 20,000 per second show that bubbles form, collapse, rebound, and reform again.

When the walls of these cavities crash together, a burst of energy is released. When this energy is released near a ship's propeller, it bites into the metal. Sound made by the released energy is great enough to disturb submarine detection instruments.

Previously it had been believed that chemical action primarily caused destruction to metals during the cavitation process. Experiments subsequently show that the trouble is a mechanical one. The erosive effects now are reasoned to be caused by the violent impact of the bubbles against the face of the metal. That's how pits develop.

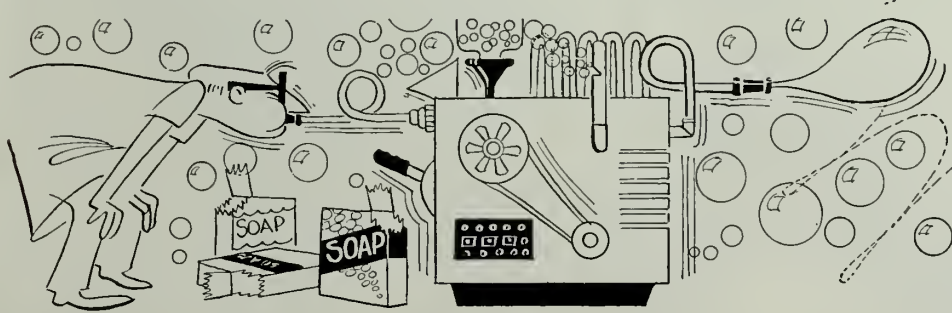
One of the major problems confronting the Navy's scientists today is in the field of noises generated by cavitation bubbles. A ship under way is not the most silent thing in the world. Machinery sounds, the swish of water against the hull and the churning of propellers are but three of innumerable noises. Of underwater sounds from moving ships, the greater part comes from the propellers. And the predominant sound generated by propellers is associated with propeller cavitation.

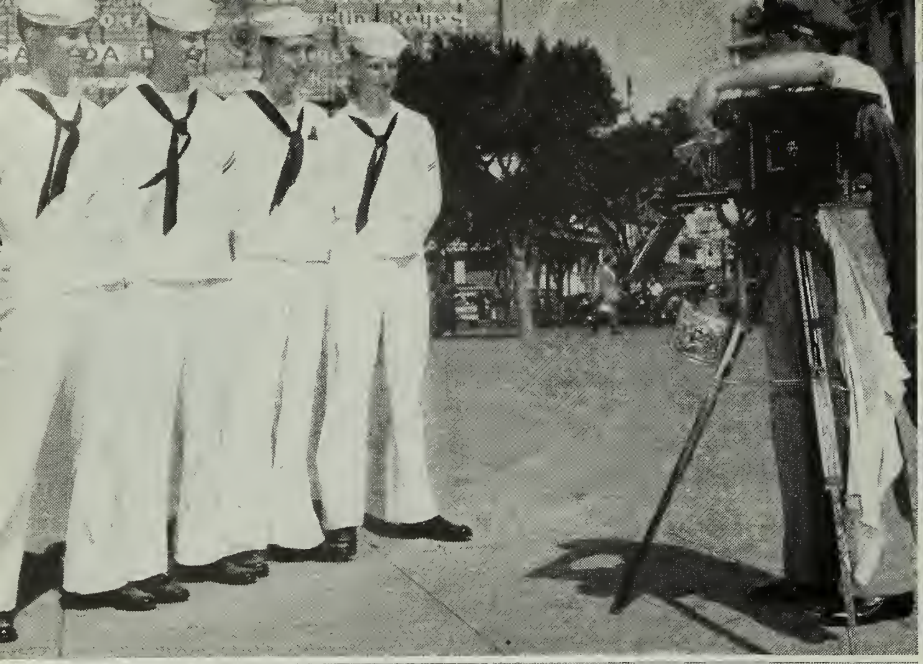
If you think little bubbles can't make a lot of noise, lend an ear, as it were. The unit of measurement for loudness of sounds is the decibel. The scale of measurement ranges from a very faint with a unit of 10 decibels as in a soundproof room, increasing to 120 and above for sounds equivalent to thunder or an artillery bombardment.

For an idea as to the loudness bubbles can create, tests were made of a torpedo traveling 6.5 knots under simulated conditions. Measurements were taken at a distance of eight feet from the propellers. Cavitation noises created were recorded up to 112 decibels—or approximately equaling the roar of firing artillery and greater than the racket you'd hear standing near a riveter working to beat the 5 o'clock whistle.

Cal Tech's experiments are in the field of pure research. The aim is to gain more physical knowledge concerning the mechanism of cavitation.



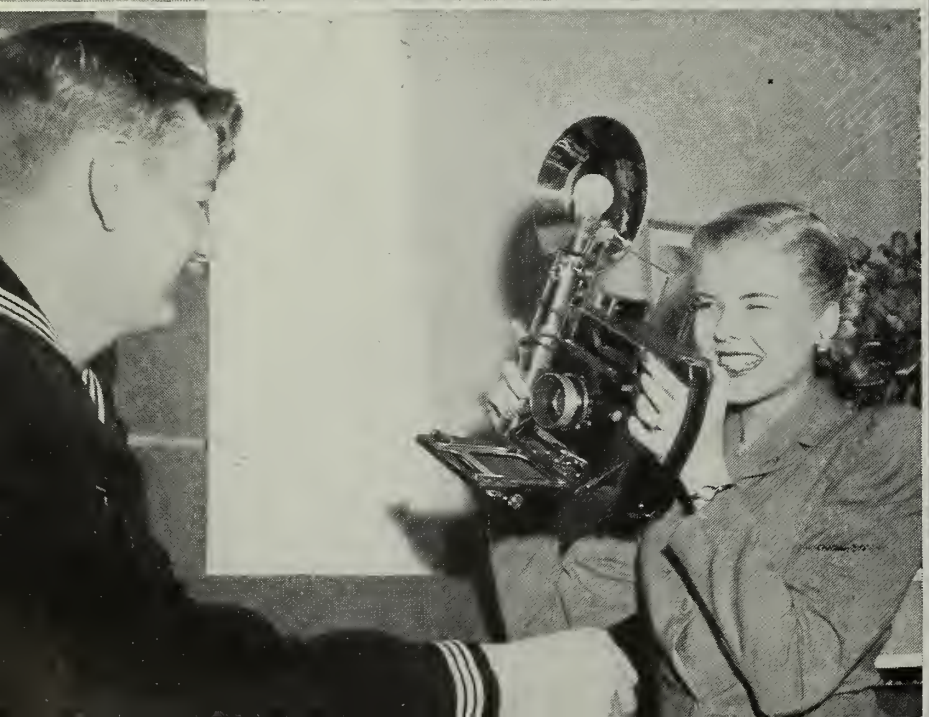














TODAY'S NAVY

Kimball Replaces Brown as Assistant SecNav for Air
Koehler Succeeds Andrews as Assistant SecNav

Changes in Department of the Navy top positions usher in Dan A. Kimball as Assistant Secretary of the Navy for Air, and John T. Koehler as Assistant Secretary of the Navy.

Mr. Kimball was nominated for the Assistant Secretary for Air position following the resignation of John Nicholas Brown who had held the post since 12 Nov 1946. Mr. Koehler succeeds Mark Edwin Andrews.

A veteran of World War I, Mr. Kimball received his training as a pilot in the same group as General James H. Doolittle. He was commissioned a second lieutenant in the Army Air Forces on 1 Mar 1918, mustering out at the end of the war as a first lieutenant.

More recently, Mr. Kimball served as executive vice president of the Aerojet Engineering Corporation of Azusa, Calif., and as vice president of the General Tire and Rubber Co.

Newly appointed Assistant Secretary Koehler was a naval officer during World War II, commanding the first underwater demolition team to engage in combat. He was awarded the Silver Star Medal for his gallantry with pre-assault demolition teams on the beaches of Roi-Namur in the Marshalls. Before being assigned to the Pacific he was executive officer of a naval advanced base in the Mediterranean. He participated in the invasion of Sicily, landing on D-Day at Gela where he served as beachmaster during the assault phase of the operation.

A lawyer, Mr. Koehler served in the Office of the General Counsel for the Navy Department since 1945, recently as assistant general counsel.

Johnson Succeeds Forrestal

Succeeding James Forrestal as Secretary of Defense is Louis A. Johnson, 58-year-old Washington, D. C., and Clarksburg, W. Va., attorney.

Mr. Forrestal, last remaining member of President Truman's cabinet appointed by former President Roosevelt, will return to private business.

Mr. Johnson is a former Assistant Secretary of War, serving in that position during World War II. He is noted as a specialist in industrial mobilization planning. At one time he was National Commander of the American Legion.



The Navy in Pictures

CORONATION of Able Seaman Murray as King of the Ball highlighted festivities held at Pensacola Yacht Club for the crewman of the frigate HMS *Bigbury Bay* (top right). Top left: Four airman apprentices pose for a street photographer while on liberty in Havana during a Reserve training cruise aboard USS *Cabot* (CVL 28). Center left: 92-ton *Constitution* roars aloft from NAS Alameda with boost from her jato units. Bottom left: Claire Dennis, 'Miss Photo-Flash of 1949,' turns tables on Herb Outten, PH3. Lower right: CAPT J. A. Connolly, Commander NTC San Diego, cuts birthday cake given Dale Schaefer, EMFA, by San Diego Chamber of Commerce.

YESTERDAY'S NAVY



Carrier USS Lexington sunk by Japanese during Battle of Coral Sea which began on 4 May 1942. British ship Lusitania torpedoed and sunk without warning 7 May 1915. Navy NC-4 completed trans-Atlantic flight on 27 May 1919.

MAY 1949

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



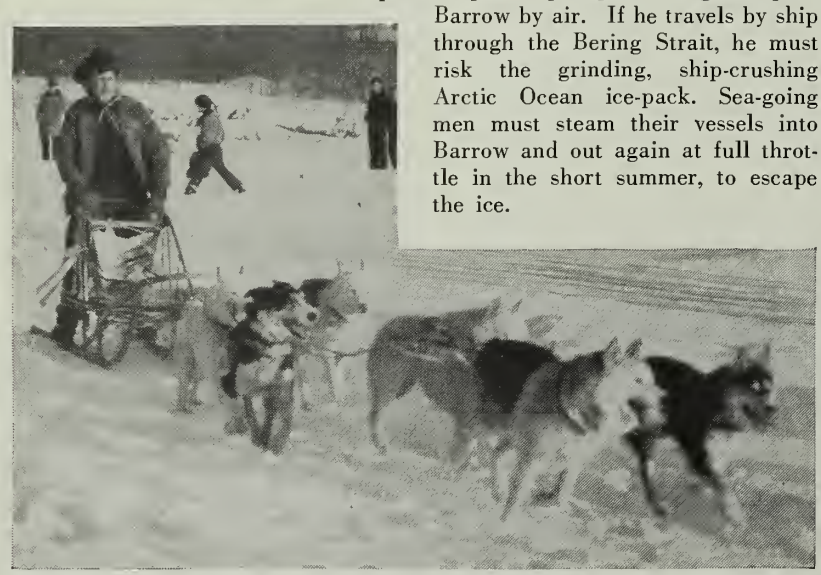
TRAPPED by winter at Point Barrow, Alaska, LCM is tossed among the Arctic ice-floes. Sea route is considered the tough way to join the order.

Exclusive 'Top of the World' Club Growing Fast

The exclusive brotherhood known as "The Order of the Top of the World" was swelled by more than 60 members when Patrol Squadron 61 (VP-61) touched at Barrow, Alaska, during an aerial survey operation.

The Order of the Top of the World is considered by the Navy men at Barrow to be more exclusive than the Royal Order of the Polar Bears or the Order of the Blue Noses—two other Arctic fraternities. Top-of-the-worlders claim that one has merely to cross the Arctic Circle at sea in the comfortable quarters of a ship to qualify for the two rival orders.

Membership in The Order of the Top of the World is based solely on the experience of traveling to Barrow—latitude 71° 20′ N. This is as far north as a person can get and still be on U. S. soil. The voyager may have to contend with blizzards or pea-soup fogs if he goes up to Barrow by air. If he travels by ship through the Bering Strait, he must risk the grinding, ship-crushing Arctic Ocean ice-pack. Sea-going men must steam their vessels into Barrow and out again at full throttle in the short summer, to escape the ice.



DOG TEAM trip across vast tundra wilderness is another way of earning membership. Founders of the exclusive brotherhood used this method.

The Navy Relief Society

The period 4 May to 6 June 1949 —commemorating the Navy-Air-Marine battles of the Coral Sea and Midway—has been designated by the Navy Relief Society for its "annual call for contributions."

During this period voluntary contributions to the Society, and through it, to naval and marine personnel in financial or family distress, will be gratefully received.

With the cooperation of naval authorities everywhere, during the past year efforts have been made to bring home to all naval personnel and their families the purposes and practices of the Society and its availability and willingness to assist naval and marine personnel and their families in times of real need. A total of some 92,339 cases were assisted during 1948.

Currently being distributed are "Question and Answer" pamphlets for the purpose of informing everyone in the Navy and Marine Corps as to what the Society does and does not do, and why and how it does it. There are included, also, summaries of its financial operations.

The Society does not desire to impose hardship upon anyone in the support of its activities. It does not utilize nor endorse pressure methods in the collection of funds; neither does it solicit contributions from civilian sources although it does most gratefully receive and acknowledge any donations from civilian friends of the Navy. It is the belief of the Society that, if the true nature of its operations are sufficiently well known, sufficient support from the naval service will be forthcoming to enable it to continue or even expand its present scale of operations.

Based on present trends and on an increase of over 25 per cent in its financial operations for the last six months of 1948, the Society will need about $600,000 from contributions, in addition to the income it receives from investments, to carry on its present program. These contributions must come largely from naval sources.

In the past, financial support from the shore establishments, where the work of the Society is well known, and where the families of naval personnel reside, has been generous. Contributions from ships, however, have been generally disappointing. It is hoped that a better understanding of the purpose and work of the Society will remedy this situation.

The Society does not set any stand-

ard as a basis for individual contributions, believing that an individual's own situation should dictate the amount of his or her contribution. It may be pointed out, however, that if each officer and man in the Navy made a voluntary contribution even as little as one-third of one day's pay the Society's needs could be reasonably well met.

Admiral Louis E. Denfeld, Chief of Naval Operations, has stated, "I commend the Navy Relief Society to you as most worthy of your support."

It may be anticipated that individual commands will announce arrangements for the collection and handling of contributions during the period of the "call"—4 May to 6 June 1949. Individual receipts will be furnished if requested.

CPO Club Popular Place

The chiefs' club at the U. S. Naval School, General Line, Monterey, Calif., is an unusual leisure-hour rendezvous with a novel type of interior decorations.

Seven of the club's founding CPOs began with barren rooms and ended with a plush establishment rivaling the best civilian clubs "ashore." They altered partitions, added draperies and furniture, and installed pool tables and other games.

Five of the club's outstanding figures were caricatured by a local artist in a large mural. Four of them were depicted as a lion, an elephant, a pig and an alligator—in the familiar stance of customers at a refreshment counter—while the fifth, as a dog, is shown as a refreshment dispenser. Animals chosen to represent the various chiefs follow in general the physical characteristics of their "models."

The club has proven to be a popular spot for off-duty chiefs at the school.



MO' SHMOOS IS GOOD SHMOOS—In front of SecNav John L. Sullivan, Al Capp autographs poster he created to help Navy Savings Bond Campaign.



MASK developed under Navy contract will conserve body heat and moisture, make Arctic living easier.

Preparation of Candidates

Recommendations urging all commanding officers to stress adequate preparation of interested and eligible candidates for the Naval School, Academy and College Preparatory, Bainbridge, Md., are contained in BuPers Circ. Ltr. 14-49 (NDB, 31 Jan 1949).

Examinations screening candidates for entrance will be held 20 July throughout the naval establishment, in accordance wtih procedures outlined in BuPers Manual. Specific instructions on nomination of candidates will be forthcoming at a later date.

Information regarding amount and nature of preparation required may be obtained from educational services officers, who are asked to make available textbooks and materials recommended in BuPers Circ. Ltr. 107-48 (NDB, 15 June 1948) (See ALL HANDS, August 1948, p. 52). Suggested manuals and correspondence courses are listed in the fields of algebra, plane geometry and plane trigonometry, English, physics and American history.

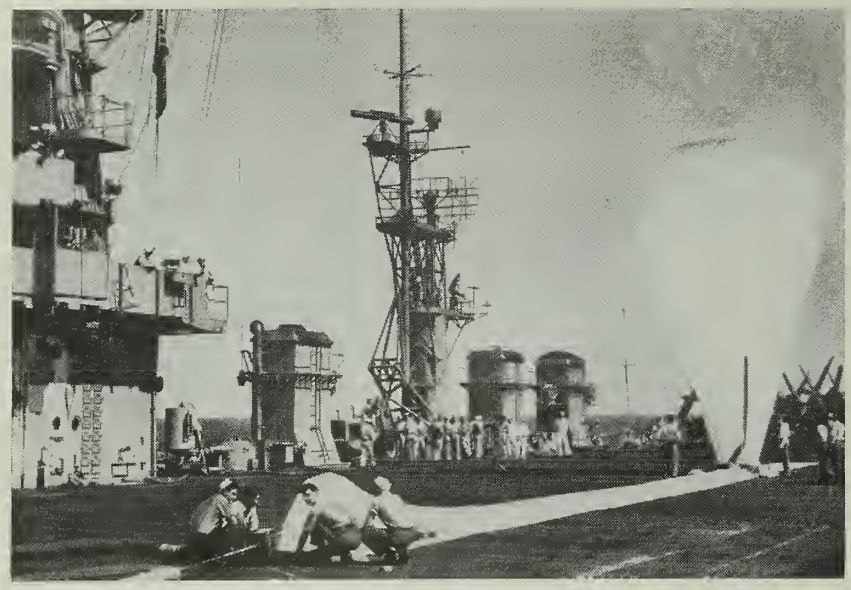
Pacific War Memorials

Membership in the Pacific War Memorial, Inc., an organization seeking to establish scientific research field stations on selected Pacific islands, is open to servicemen and veterans upon payment of yearly dues of two dollars.

Incorporated in 1946 by former Secretary of War Henry L. Stimson, the foundation was originated by a group of veterans whose belief was that an organization to study native peoples and problems would be of more value to this country and the Pacific area than war monuments tra-



STUDENT of the classics, Geoffrey, son of LTJG and Mrs. C. Daughtry of Portsmouth, Va., gets the word early.



ALTITUDES over 90,000 feet were reached by plastic balloons launched from USS *Saipan* (CVL 48) for purposes of cosmic ray research in Caribbean area.

ditionally founded to commemorate U. S. war services.

As a living memorial to men of the U. S. armed forces who served in the Pacific, the organization has the endorsement of the Pacific Science Board of the National Research Council, scientific groups and the Navy which has responsibility for island government of the Pacific Trust Territory.

With a future goal of a $10,000,000 endowment fund, directors of the Pacific War Memorial are seeking new members and contributions. Its president is Lieutenant General Robert C. Richardson, Jr., USA (Ret).

In the foundation's program are plans to:

- Establish and maintain a series of memorial field stations on Pacific islands offering opportunities for research in the natural, physical and social sciences, in tropical diseases and in new sources of food. The stations will be available to accredited scientists from universities, museums and other scientific organizations. Acquired from the Navy is the Memorial's first field station, a former Japanese research building on the island of Koror in the Palau group.
- Set aside memorial conservation areas and sanctuaries where Pacific wild life can be preserved. A section of Saipan is the first of these areas.
- Provide memorial fellowships to enable qualified scientists to study various Pacific problems.
- Facilitate and coordinate Pacific research. Results will be turned over to the scientific world through the foundation. A Memorial headquarters will be established in Honolulu in the future for evaluating and distributing results of the field station studies.

More specifically, foundation studies will include new sources of food and edible fish, development of climate patterns, eradication and control of pests, prevalence of tropical diseases and other scientific studies.

The Memorial, of course, will depend largely on veterans and servicemen for its support. For additional information, those interested may write the Pacific War Memorial, Inc., 44 West 56th Street, New York 19, N. Y.

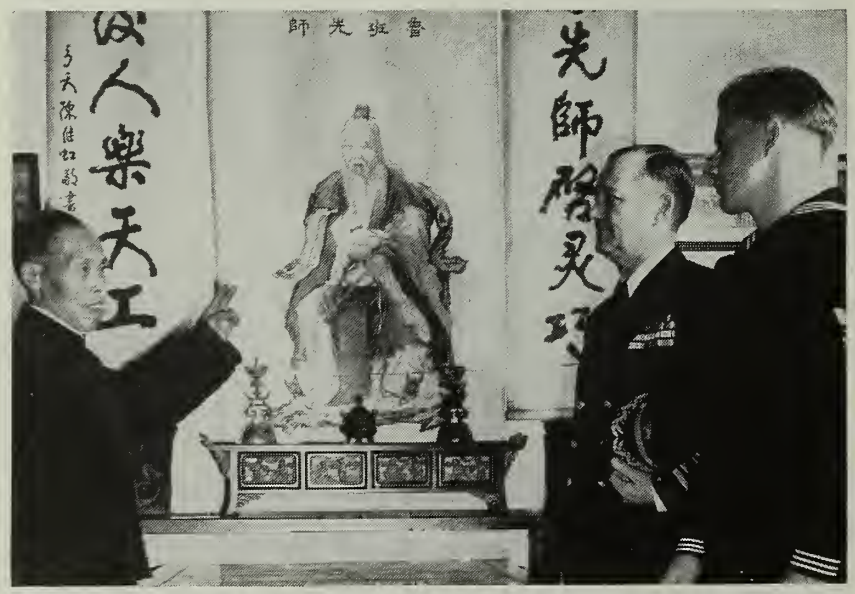
Underwater Sound Laboratory

Construction of a permanent $1,120,000 Navy underwater sound reference laboratory, the only one of its kind in the world, is being planned for an Orlando, Fla., site.

The new lab, to be used for testing and evaluating submarine and antisubmarine underwater sound equipment, will be constructed adjacent to Lake Gem Mary at Orlando. It will replace the present temporary structure across the lake which stands on leased land.

The new installation will provide complete year-round facilities for solving underwater sound measuring and calibration problems. Another function will be the development of apparatus and techniques for the quantitative measurement of underwater sound transducers and certain electronic equipment. The laboratory will make measurements on transducers and hydroplanes submitted to it, since its basic purpose is to provide an independent authority to which sonar equipment may be referred for evaluation.

The laboratory will be a two-story building containing a number of specially fitted rooms for technical use. This will include high, intermediate and low frequency laboratories, high pressure laboratories, elec-



TSINGTAO SHRINE of China's greatest carpenter, Lu-Ban, is visited by Eugene Fusting, DC1, and his CO, CAPT W. B. Davidson, USN, of USS *Estes*.

tronic development and instrument development shops, plant, machine, foundry and plating shops and various types of storage rooms. Three rooms will be completely shielded against electronic interference.

Connecting the main building to the water will be a fixed pier with a pontoon ramp running out to an offshore floating pier. A frame building will be built on the fixed test pier and will contain an intermediate frequency system room with two operators' consoles, viewing boxes and a storage room. The entire facility will be connected by an intercommunication system. Equipment will be transported by monorails to reduce manual labor and conserve floors.

The lake near Orlando was chosen as the site of the laboratory because stable weather at that location keeps the lake water at uniform temperature the year around. Also, the sound-absorbent black muck bottom of the lake is a perfectly shaped inverted cone. To obtain uniform results in tests it is necessary to regulate the level of the lake to within one-half inch. This is accomplished by pumping water to and from a second lake nearby.

The problem of keeping fish away from the laboratory area was solved by slight charges of electricity in the water. This frightens them away without inflicting injury.

The laboratory will be constructed under contracts issued by the Bureau of Yards and Docks and will operate under the direction of the Office of Naval Research.

Five Selected for Promotion

Five Marine Corps colonels have been selected for promotion to brigadier general, with promotions to take effect individually as vacancies occur. Selections were based on the expected number of vacancies during the present calendar year.

The five selected are Colonel William J. Whaling, CO, Marine Barracks, Naval Base, Philadelphia, Pa.; Colonel William S. Fellers, chief of staff, Troop Training Unit, Amphibious Training Command, Pacific Fleet, Coronado, Calif.; Colonel James H. Strother, executive officer, Depot of Supplies, Philadelphia, Pa.; Colonel Edwin A. Pollock, military secretary to the Commandant of the Marine Corps, Washington, D. C.; and Colonel Randolph M. Pate, director of instruction, Academic Headquarters, Marine Corps Schools, Quantico, Va.



NEW COURSE will acquaint MarCor Regulars and Reserves with basic principles and the latest developments in the field of jet propulsion.

Marine Corps Offers Course in Jet Propulsion

Aviation personnel in both regular Marine squadrons and Marine Air Organized Reserve squadrons may apply for a new correspondence extension course covering the basic principles and developments in jet propulsion being offered by the Marine Corps Institute.

The course is designed to help keep pace with the shift of military aircraft to jet type planes and is being utilized by the Marine Corps as an auxiliary means of indoctrinating personnel in the construction, operation and maintenance of jet reaction engines and to prepare them for further study in resident jet schools.

Since, in time, all Marine fighter squadrons will have some jet planes, the inclusion of Organized Reserve personnel in the program is considered a step forward in improving the level of operational efficiency of Reserve units.

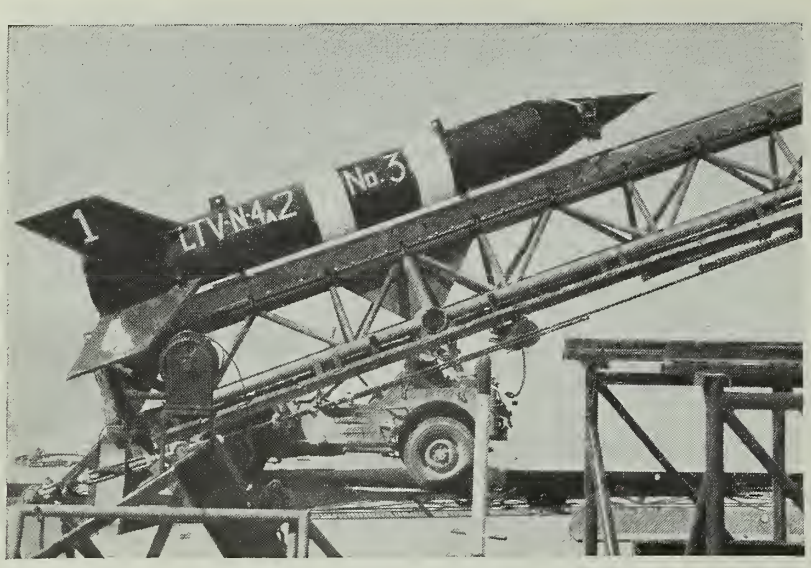
Although transition from conventional to jet flying by Marine pilots is being accomplished with little difficulty, ground crews — mechs, plane captains, line chiefs, etc.— are in great demand. Being in a comparatively new field, even veteran jet ground crews have, as a rule, had little more than a year's experience.

The course, "Gas Turbines and Jet Propulsion for Aircraft" covers the history and development of various jet propulsion theories and describes the major components of the gas turbine jet unit. British and German turbo-jets are discussed. Current American jet engines, including axial and centrifugal type turbo-jets and turboprops, are treated in detail. The basic aspects of high-speed aerodynamics are considered, and the relative merits of jet and propeller drives evaluated. Also analyzed in the course are the ram-jet, pulse-jet and rocket.

Due to the specialized and technical nature of the course, only aviation personnel of the regular Marine Corps and Organized Reserve, certified by their commanding officers, are eligible for enrollment.

Anticipating a variety of education backgrounds in students enrolling for the course, preparatory material was added for those with a meager engineering background. Marines with a basic grasp of the laws of physics, and a rudimentary knowledge of conventional engines should experience little difficulty with the course.

Eligible personnel may apply for the course, via their CO, to the Marine Corps Institute, Washington, 25, D. C., or enroll in MCI through their educational officer.



POWERFUL new rocket with ground level thrust in excess of famed German V-2 was specially designed for use in launching supersonic missiles.

Rocket Developed to Boost Supersonic Missiles

A new booster rocket utilizing a solid-type fuel and believed to be the largest solid propulsion rocket ever flown is being tested by the Navy.

The powerful rocket has a ground-level thrust greater than that developed by the German V-2 rocket. Its velocity is high in the supersonic range.

Although the rocket may be utilized with other guided missiles, it was particularly designed for use with the Bumblebee (one of a class of guided missiles) Guided Missile Program of the Bureau of Ordnance. Tests of the new type propulsion unit were conducted at the Naval Ordnance Test Station, Inyokern, Calif. Bumblebee and other types of ram-jet powered guided missiles differ from the V-2 type missile in that they require an additional power boost to launch them and to attain sufficient velocity for the ram-jet to operate.

Unnamed as yet, the rocket was designed and built for the Bureau of Ordnance by a private firm under a Navy contract. Technical direction of the guided missile program is by the Applied Physics Laboratory of Johns Hopkins University, Silver Spring, Md.



HIGH-SPEED photographs show flame gap of non-luminous gas in jet aft of rocket nozzle caused by shock wave formation due to supersonic flow.

Navy's Giant *Constitution*

The Navy's giant Lockheed *Constitution*, largest commercial type landplane in the world, went into operation in February with an initial non-stop nine-hour, 34-minute flight from Moffet Field, Calif., to Washington, D. C.

The 92-ton monster will operate on the coast-to-coast route until this summer, after which it is ticketed for overseas flights.

One of two such planes ordered by the Navy, *Constitution* on its first trip set a record for passengers carried non-stop across the continent with 90 newsmen, radiomen and crew. This number, however, was only half the capacity of the plane, which is so big that three railroad cars and a bus could be crammed into its sleek double-decked hull.

On the top deck forward are the flight station, the flight engineer's complex panels, navigator's booth, radio shack, crew's quarters, and a galley equipped to serve 300 hot meals per flight. Air-conditioning, pressurized cabins, sound-proofing, spiral staircases between decks, and a lounge and powder room contribute to the comfort of personnel. Life rafts are carried for passengers' safety at sea.

As a cargo plane the *Constitution* can carry more jeeps than a railroad freight car. Floor fitting and tie-downs make 3,300 cubic feet of space available to receive cargo lifted aboard by two electrically powered hoists.

Jet-assisted takeoffs send the plane into the air well under CAA requirements, and aloft its four 3,500 hp Pratt and Whitney Wasp Major engines send it hurtling along at speeds in the 300 mph. range. Its stalling speed, however, is a surprisingly low 80 mph.

According to its builders the *Constitution*, operating commercially, can fly at the lowest cost per ton mile or per seat mile of any airplane ever manufactured. From the Navy's angle, further savings are effected in time and pay inasmuch as five per cent of the peacetime Navy is continually in travel status.

Flights of the *Constitution* represent culmination of work which has been in progress since the fall of 1942. Construction of the planes did not start until a year later, and three years of work and 2,000,000 engineering man-hours were required before the first giant left the ground 9 Nov 1946 at Burbank, Calif.



FIRST U. S. Navy woman officer in Germany, LT Margaret E. Carver, USN, serves with NATSRon Eight.

First Wave Officer in Europe Has Duty with Berlin Airlift

First Wave officer to be stationed in Europe is Lieutenant Margaret E. Carver, USN, who is on duty at an air base near Frankfort, Germany.

Lieutenant Carver is personnel officer for Navy Air Transport Squadron Eight, which is being utilized in Berlin airlift operations in conjunction with the USAF.

Navy Trains Air Force Personnel

The Navy is training Air Force personnel as GCA (Ground Control Approach) controllers for assignment to "Operation Vittles," the Berlin airlift. They are being trained at the Naval Air Technical Training Unit, Naval Air Station, Olathe, Kansas, where Navy GCA teams are trained.

Classes of 14 Air Force officers and men began training each month at the naval activity. They will be trained as the final controllers for GCA teams, which direct safe aircraft separation in the airlift corridor in addition to their primary function of controlling the landing of planes during closed-in weather conditions.

As part of the program to facilitate the training of new and replacement personnel for the airlift, the Air Force is also training experienced Navy transport pilots and crews as replacements for approximately 70 Navy flight crews assigned to MATS on the Berlin airlift.

Cold Weather Tests

If an ordinary diesel engine is subjected to 85 degrees below zero temperature, will it run?

Not with presently used fuels and lubricants, according to the results of an attempt to use military equipment during the construction of the Alcan Highway, where the temperature dropped to only 65 below zero. When subjected to the bitter cold of 85 degrees below zero gasoline and diesel and lubricaitng oils become stiff.

Yet naval experts believe that in the event of a future national emergency it will be necessary for ships to operate in the 20-below-zero waters of the Arctic and Antarctic Circles, and Seabees and Marines to operate mechanized equipment in areas where the temperature may drop to 85 degrees below zero. To meet these needs the Navy has established a new facility for testing internal combustion engines, their parts, accessories, fuels and lubricants at the U. S. Naval Engineering Experiment Station, Annapolis, Md.

It is believed this new testing facility is the first of its kind capable of testing a full scale diesel engine for the purpose of determining its starting and operating characteristics at temperatures all the way down to 85 degrees below zero. Composed of two rooms, the refrigeration unit is lined with aluminum and floored with stainless steel. The amount of refrigeration supplied by the equipment would be sufficient to manufacture 400 tons of ice daily.

The Navy Department expects to advance greatly its knowledge of fuels and lubricants that will function properly in sub-zero temperatures from tests conducted at the new facility.

Philatelic Society Open

Active duty, retired and Reserve personnel of all the armed services are eligible for membership in the Pentagon Philatelic Society. Two classes of membership are available: Active for those in the metropolitan area of Washington, D. C., and associate for all residing elsewhere.

Besides holding twice-monthly meetings in the Pentagon building, the stamp collectors publish a monthly periodical which members receive. Additional information may be obtained by writing Mr. James H. Bower, 1320 Fort Stevens Drive NW, Washington 11, D. C.

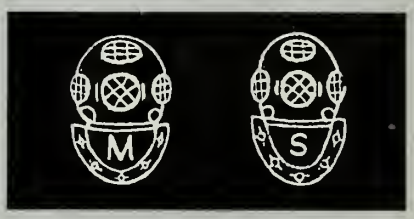
QUIZ AWEIGH

This month's Quiz will not be difficult for the old timer who has been around.



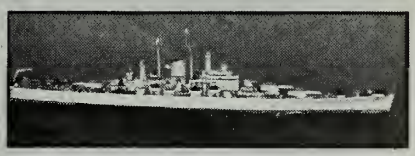
1. A quartermaster taking a sharp look at the instrument on the carrier above would know immediately that it is (a) compensating binnacle (b) gyro compass (c) directian finder.

2. Rumors abaund concerning the nature of the liquid content af the above instument but few persons know that besides carrying 45 per cent alcohol it also contains (a) 55 per cent distilled mercury (b) 55 per cent distilled water (c) 55 per cent distilled arrack.



3. The designators above distinguish two types of Navy divers, the one on the left is (a) maintenance diver (b) master diver (c) underwater mechanic.

4. The one on the right is (a) submarine diver (b) salvage diver (c) shallaw water diver.



5. This super heavy cruiser recently joined the fleet. She is (a) *Salem* (b) *Des Moines* (c) *Newport News.*

6. Her main battery consists of (a) 6-inch rifles (b) 12-inch rifles, (c) 8-inch rifles.

ANSWERS ON PAGE 53

SERVICESCOPE

Brief news items about other branches of the armed services.

* * *

Thin, swept-back wings and a huge tail end to accommodate jet exhausts are the features of the Air Force's new jet fighter, the Republic XF-91, designed as a local defense weapon for intercepting enemy bombers and missiles.

Its turbo-jet engine is bolstered during takeoff and climbs, and in high altitude flight by specially incorporated rocket motors.

A pilot ejection seat, cabin pressurization and refrigeration for the pilot at high speeds are included in the plane. Length of the fuselage is 45 feet—longer by 15 feet than its wing span.

Still in the testing stage, the plane was scheduled for flight studies at the Air Force base in Muroc, Calif.

* * *

Army heraldic experts and statisticians have no fear of running out of color combinations for military ribbon designs.

Taking a count of its existing ribbons, the Army Quartermaster Corps finds that only 19 out of a possible 1,307,606,368,000 color combinations are in use.

This does not take into account the different color shades, which could turn out to be somewhat of a tedious job. The color of blue, for example, has been broken down into 450 different shades.

The study was made to prevent duplication of ribbon color combinations with those employed by other nations.

Orders, decorations and medals used by all the countries of the world come to a total of some 28,000 known items.

The roundup of all nations' ribbons revealed that 15 colors are employed in 105 combinations.

* * *

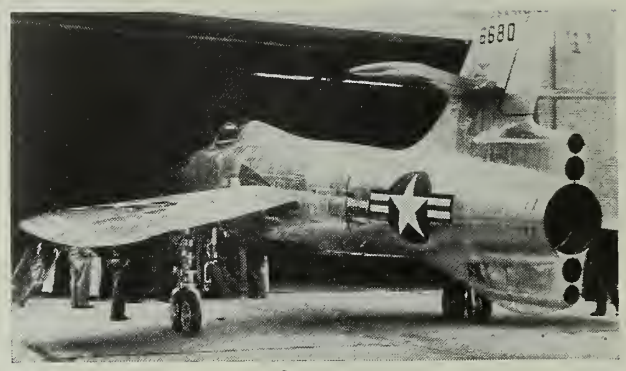
Advantages of a "prone position pilot bed" which permits jet aircraft controls to be manned while lying down, are being studied by the Air Force.

Installed for preliminary tests in a B-17 *Flying Fortress*, the device reduces possibilities of blackout and lessens fatigue normally experienced during long flights.

Pilots in a conventional aircraft seat have been found to black out at a force of about five Gs (gravity pull five times the force of their own weight). During centrifuge tests, pilots lying prone in the new device have withstood about 12 Gs.



PRONE position pilot bed will increase blackout resistance and lessen pilot fatigue during strenuous flights.



ROCKET exhausts are unusual feature of the Air Force's new XF-91, designed for high-altitude interceptor work.

Strong nylon netting which will support 3,400 pounds per square foot supported by specially cured sides to conform with body contours makes up the device.

Special controls include two movable pans with adjustable handgrips for steering the plane. An adjustable jaw rest supports the head, and neck strain is relieved by a counter-weighted support which permits the pilot to move his head even at high forces of gravity pull. The pilot's feet are braced against pedals which serve as rudder or brake controls.

Main complaint of pilots during eight-hour tests in the B-17 was that they were bored.

* * *

Pilots of civilian airlines planes may determine what speeds are safest for his plane while flying thunderstorm areas by glancing at the Air Force's "Thunderstorm Safe-Speed Chart," which has been turned over to the Civil Aeronautics Administration for distribution.

Developed from data gathered in 2,000 experimental flights in all types of thunderstorms, the chart indicates maximum and minimum speeds for each type of Air Force aircraft flying through thunderstorms.

Flying at lower than minimum speed in the storm area might cause the plane to stall, while speeds over the top of the safety range might cause structural failing during vertical wind gusts.

Flying in the worst possible conditions was tested—under ice formations, precipitation, lightning and other turbulent hazards. Other studies determined the most correct methods of flying directly through giant cumulo nimbus—thunderstorm—clouds. Altitudes ranged from 6,000 to 25,000 feet in penetrating the storm areas.

* * *

Snow removal is not one of the uses of flame throwers, the Army Corps of Engineers says in response to suggestions of such employment received during the winter's battle against midwestern snow and ice.

Even when used with snow plows and earth movers, the use of flame throwers would be impracticable as shown in extensive tests conducted by research and development experts.

A hand flame thrower's fuel lasts only a few seconds

and tank throwers consume 300 gallons of fuel in a two-minute burst of flame, they pointed out.

In addition, water from the melted snow and ice would be difficult to dispose of and might even cause soil erosion—and the sub-freezing temperatures would quickly convert it back to ice.

* * *

A radically designed triangular-wing research plane, designated as Consolidated-Vultee Model 7002, is being tested at the USAF Base, Muroc, Calif.

First aircraft of its type, the three-way delta wing of the plane sweeps back at an angle of 60 degrees compared to the 35 degrees which is the maximum presently used on Air Force aircraft. Elevons are incorporated in the trailing edge for aileron and elevator action, thus eliminating the need for a tail section. A vertical stabilizer and rudder are provided to give added directional control and stability.

The plane is powered by a J-33 turbo-jet engine rated at 5,200 pounds thrust with water injection. It has tricycle landing gear and a jettisonable bubble-type pilot's canopy.

* * *

Funds totaling $26,500,000 have been made available to the Air Force for the procurement of guided missiles and the training of guided missiles launching crews.

Two guided missiles have been successfully tested by the Air Force. One is the Consolidated Vultee 774 whose 32 feet in length approaches the size of the German V-2. A smaller 13-foot missile called the NATIV has been fired at a New Mexico testing ground.

Both have long, needle-sharp noses and four movable control fins. They are powered by liquid fuel rocket motors.

Use in tests of the two rockets differs. The 774 will provide information on new launching techniques, handling devices, fuels and rocket propulsion motors. Capable of reaching more than 100 miles in altitude, it is also to be used for upper atmosphere research.

The NATIV—North American Test Instrument Vehicle—will be utilized to provide data on aerodynamic research, control systems, and training of launching crews. It is fired from a tall metal tower, from which it is launched along guide rails inside.

* * *

A lightweight, portable teletypewriter with which paratroopers can jump from a plane has been developed by the Army Signal Corps.

Capable of transmitting and receiving messages 66 per cent faster than existing types, the new teletypewriter weighs but 45 pounds, compared with the 225-pound weight of current equipment. It is water proofed and could be floated onto a beach if used in amphibious operations. The unit will operate on both wire and radio circuits.

The new teletypewriter has 300 less parts than field units currently in use, is considerably stronger and will require less maintenance. Because of its light weight it can be operated much closer to front lines than the equipment used during World War II.

The new teletypewriter is composed of three units; the teletypewriter weighing 45 pounds, a power unit and a case of accessories. The combined weight of the unit is 116 pounds and three paratroopers are required to parachute the entire assembly to earth.



RADICAL research plane, USAF's Model 7002 was designed to test control characteristics of true delta wing.

The currently used teletypewriter and its necessary field accessories weigh a total of 400 pounds and require seven men to carry it.

* * *

Armed forces personnel are eating the finest foods ever known to any military organization in world history, says the Army Quartermaster Corps which makes food purchases through its Market Center System.

Coordinated buying of fresh foods for all the armed services has many advantages, the greatest of which is the opportunity of providing personnel with an abundance and variety of fresh foods—and delivering the supplies with greatest possible speed.

The Market Center System provides nearly 100 different kinds of food items—fresh meats, dairy products, vegetables, fruits, frozen fruits, fish and other water foods, and so forth—weighing about 150,000,000 pounds per month and costing $31,000,000 monthly.

The food goes to Army, Navy, Air Force and Marine Corps personnel.



PORTABLE teletypewriter that can be jumped with by a parachutist has been developed by Army Signal Corps.

THE BULLETIN BOARD

Requests for Shore Duty Tours Are Based on Continuous Sea Service

Here is the latest information on the shore duty situation. Presented on these pages is a clear, readable picture of the present status of BuPers' Shore Duty Eligibility List.

By consulting this list, men who have submitted requests for shore duty can tell at a glance where they stand on a comparative basis with the top man on the list. See facing page.

Appearing below under Table I is the continuous sea service of the top man on the list, now at sea—the next man who will be ordered ashore in that particular rating—who has requested he be assigned to shore duty at only a *specific location*. Listed under Table II is the continuous sea service of the top man on the SDEL who, after listing a specific first and second choice of locations where he would like to be stationed ashore, gave a third choice of "*Anywhere U. S.*"

It can be readily seen from the figures below that men who list "Anywhere U. S." as a choice stand a much better chance of being ordered ashore earlier than the man who insists on a specific location.

The information contained in the tables should be considered only as a general guide, because the situation changes constantly as new requests are received by BuPers. Requests for normal tours of shore duty are based upon continuous sea service and therefore any request takes its place on the SDEL in the order of its continuous sea service seniority.

There is on file in the Shore Duty Eligibility Section of BuPers requests for shore duty from some men who have a greater amount of continuous duty than that listed for the top man in the table below. No action has been taken on requests of these personnel for one of the following reasons:

- Discharged; no information on reenlistment.
- Hospitalized.
- Presently ashore for duty of less than one year's duration.
- Occupying public quarters outside continental USA.
- Less than six months on board since returning from school.
- Less than three months on board new construction.
- At receiving station when request was submitted and no information on present location.
- Being held by BuPers for screening of jackets pending assignment.

Personnel who have submitted requests for shore duty and have had a change of address since that time are requested to send their new address to the Chief of Naval Personnel (attn: Pers 6305) immediately.

It is presently intended to publish a tabulation of the shore duty situation every six months in ALL HANDS. The current directive concerning sea-shore rotation is BuPers Circ. Ltr. 101-48 (AS&SL, January-June 1948). Because the personnel available to staff the Shore Duty Eligibility Section of BuPers is limited, it is not practicable to undertake answering a large volume of inquiries concerning the SDEL. Requests to be placed on the SDEL will, of course, be processed and if in order placed in their proper place on the list.

BuPers Circular Letters Still in Effect Listed

Circular letters of the Bureau of Naval Personnel which were in effect as of 31 Jan 1949 were listed in enclosures to BuPers Circ. Ltr. 26-49 (NDB, 15 Feb 1949).

The directive pointed out that other BuPers circular letters issued before that date which are not included in this listing are cancelled because of having become obsolescent or because pertinent provisions have been included in the BuPers Manual or other publications.

Party with Cake Makes Birthday Really Happy

It was to be Dale E. Schaefer's 21st birthday, and Schaefer was away from home. He was in the electrician's mates' school at NTC San Diego, Calif., in fact—a long way from Omaha, Nebr., where D. E. Schaefer, EMFA, came from.

Dale Schaefer's mother, Mrs. Melva T. Schaefer, wrote to the San Diego Chamber of Commerce and asked the organization to have a cake baked and sent to her son at NTC. She sent along a check to defray expenses.

The baker engaged by the chamber of commerce turned out a cake big enough for Schaefer's entire class—195 men. The naval training center was in on the party by that time, and agreed to furnish the ice cream, and some flowers from its own grounds. It was a surprise party, and Dale Schaefer was surprised—to say the least—when called out of ranks to face an array of NTC officers and San Diego dignitaries. The class rendered the traditional "Happy Birthday to You" when the candle-lighted cake was displayed. (See pp. 32-33).

The happy hour had an even happier ending for D. E. Schaefer. As a closing shot it was announced that the baker had endorsed Mrs. Schaefer's check over to D. E. as a birthday present. That, someone remarked, was what one would call "having his cake and eating it, too."

New Observatory Location Near Charlottesville, Va.

A new location for the U. S. Naval Observatory, Washington, D. C., has been selected. It will be situated 10 miles north-northeast of Charlottesville, Va.

Plans for making the transfer is now dependent upon an appropriation from Congress. Congress has already approved, with the consent of the Secretary of the Navy, the building of a new hospital on the grounds now occupied by the Observatory.

But even with an approved appropriation the Observatory would not move until 1953.

This Shows Men Who Have Requested Shore Duty How They Stand on SDEL

Rate	I. Total Continuous Sea Service of Top Man on SDEL, *Now at Sea*, request-duty at *specific location.* Years	Months	II. Total Continuous Sea Service of Top Man on SDEL *Now at sea*, Who Requests "*Anywhere U.S.*" Years	Months
ABC	4	4	No requests	
AB1	5	6	No requests	
AB2	5	4	5	4
AB3	7	6	7	6
AC1	3	1	3	1
ADC	13	1	8	6
AD1	6	6	5	6
AD2	7	6	7	6
AD3	3	8	3	8
AEC	8	6	6	0
AE2	5	6	2	8
AE3	6	7	6	7
AFC	7	6	No requests	
AF1	5	6	No requests	
AKC	6	6	No requests	
AK2	4	6	2	7
AK3	4	10	3	1
ALC	11	1	7	10
AL1	2	11	2	11
AL2	5	8	5	8
AL3	2	11	No requests	
AN	3	4	2	5
AMC	9	1	8	11
AM1	6	7	3	4
AM2	5	1	3	5
AOC	9	4	8	1
AO1	7	5	7	5
AO2	8	2	7	4
AO3	6	1	No requests	
ATC	2	7	No requests	
BMC	16	10	10	0
BM1	8	8	No requests	
BM2	8	2	5	8
BM3	9	10	No requests	
BTC	17	7	14	3
BT1	17	0	9	11
BT2	11	2	11	2
BT3	8	5	8	5
BUC	19	2	19	2
CDC	7	11	No requests	
CMC	17	11	9	0
CM1	13	5	13	5
CM2	9	0	8	4
CM3	10	0	7	7
CSC	8	8	4	8
CS3	3	10	No requests	
DCC	13	8	No requests	
DK1	2	8	No requests	
DK2	4	1	No requests	
DK3	3	2	No requests	
EMC	10	2	8	3
EM3	4	4	No requests	
ENC	14	5	6	5
EN1	9	7	No requests	
EN2	10	10	No requests	
ETC	2	8	No requests	
FCC	14	4	11	8
FC1	12	9	6	7
FC2	8	3	7	7
FC3	4	6	4	6
FPC	12	7	No requests	
FP1	8	7	No requests	
FP2	8	2	No requests	
FP3	6	8	No requests	
FTC	12	7	12	7
ICC	11	10	11	10
IC1	8	6	8	2
IC2	6	1	6	1
LI2	3	6	No requests	
LI3	2	9	No requests	
MEC	15	0	12	9
ME1	10	5	8	5
ME2	8	2	8	2
ME3	6	0	5	1
MLC	14	0	13	0
ML1	7	4	7	4
MMC	19	2	12	8
MM1	7	7	7	7
MM2	15	8	15	8
MM3	9	3	6	4
MNC	14	5	No requests	
MRC	9	5	No requests	
OMC	18	0	14	9
OM1	6	4	No requests	
PI1	10	2	No requests	
PMC	10	5	No requests	
PM1	7	10	No requests	
QMC	14	0	12	7
QM1	10	3	7	10
QM2	8	8	8	3
QM3	7	1	7	1
RD1	8	8	No requests	
RD2	6	0	No requests	
RD3	2	7	No requests	
RMC	16	9	4	10
RM1	8	8	No requests	
RM2	5	3	No requests	
RM3	5	3	No requests	
SDC	13	4	No requests	
SD1	19	6	No requests	
SD2	14	0	No requests	
SD3	13	11	5	6
SH1	7	10	No requests	
SH2	6	9	No requests	
SH3	8	7	6	0
SKC	8	8	No requests	
SK1	5	2	No requests	
SK2	4	11	No requests	
SK3	4	3	No requests	
SO3	5	3	No requests	
TN	5	4	No requests	
TEC	10	10	No requests	
TE1	5	11	No requests	
TE2	4	5	No requests	
TE3	3	8	No requests	
TMC	12	9	10	11
TM1	10	1	No requests	
TM2	7	9	No requests	
YN2	4	2	No requests	
YN3	5	11	No requests	

NOTE—In case any rate is not listed, no names were on SDEL on 1 Mar 1949.

Winners Announced for 26 Awards in the All-Navy Photography Contest

Fifteen amateur photographers representing entries from the Navy, Marine Corps and Coast Guard walked off with the 26 awards in the All-Navy photography contest.

Although the number of photographs entered was substantial, many fine entries were received after the deadline date of 15 Feb 1949 and had to be withheld from contest consideration.

Of the 15 first and second place and honorable mention winners, one person — Commander Quentell Violett, USN of ComServLant — entered six prize photos: one first place and five honorable mention.

Other first place winners were Lieutenant (junior grade) Carl V. Ragsdale, USNR; Commander George P. Huff, USN; Lieutenant Grace S. Person, USN (W); and Cadet H. G. Hayes, USCG.

The prize for each first place was a small camera.

Second place winners were Lieutenant Colonel Richard W. Wallace, USMC (two awards); Lieutenant (junior grade) Charles Wayne, USCG; Lieutenant (junior grade) Ragsdale, and Captain C. J. Stadler, USMCR.

Light meters were awarded to second place winners.

Arranged into five different categories, the contest was judged on appeal of subject matter, composition and general technical excellence.

Prize winners by category and title of entry are as follows:

Category I—Personnel on and off duty (Daily life afloat or ashore, recreational activities, missions and duties, etc.)

First: "Seaman at Work" by Lieutenant (junior grade) Carl V. Ragsdale, USNR; ComServLant. *Second:* "Night Watch—CGC Eagle" by Lieutenant (junior grade) Charles Wayne, USCG, Coast Guard Academy, New London, Conn.

Honorable mention: "Midnight Sun" by Commander Quentell Violett, USN, ComServLant; "An Airborne Operation" by Captain C. J. Stadler, USMCR, Marine Corps School, Quantico, Va.; "Heat" by Carl B. Bean, ADC, USN, NAS Corpus Christi, Tex.; "Sky Writer's Contribution" by Commander V. W. Bandecker, USNR, NAS Floyd Bennett Field, N. Y.

Category II—Landscapes and Architecture (U. S. and foreign).

First: "Snow Haze" by Commander George P. Huff, USN, Stockton Grp, PacResFlt. *Second:* "Chinese Shrine" by Lieutenant (junior grade) Carl V. Ragsdale.

Honorable mention: "Light in the Night" by Lieutenant (junior grade) Carl V. Ragsdale; "Fortress" by Major Marshall R. Graham, USAF officer on duty with ComServLant; "Bavarian Baroque" and "Polar Glacier" by Commander Quentell Violett.

Category III—People and Customs (around the world).

First: "Beggar of Damascus" by Commander Quentell Violett. *Second:* "Small Fry" by Lieutenant Colonel Richard W. Wallace, USMC, Marine Corps Schools, Quantico, Va.

Honorable mention: "Towards the Sun" and "Persian Ford" by Commander Quentell Violett; "Border Man" by Edward J. Peterson, HMC, USN, U. S. Naval Hospital, San Diego, Calif.; "Brazilian Fishing Fleet" by Commander George P. Huff.

Category IV — General Pictorial (story-telling photographs, still lifes, animals, humorous and miscellaneous subjects)

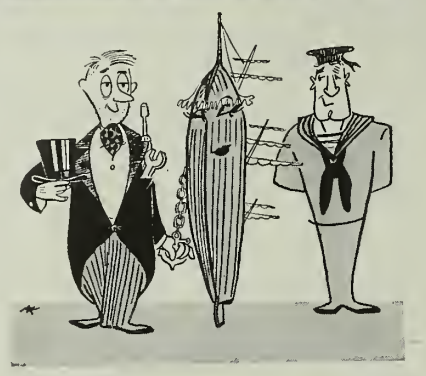
First: "Sunlight and Sea" by Lieutenant Grace N. Person, USN (W), Office of Chief of Naval Operations, Washington, D. C. *Second:* "Fluff" by Lieutenant Colonel Richard W. Wallace.

Honorable mention: "First Catch" by Lieutenant Commander E. P. Cochran, Jr., USN, U. S. Naval Shipyard, Portsmouth, N. H.; "Candlelight" by Lieutenant Colonel Richard W. Wallace; "Personal Pedigree" by W. R. Claborn, Y1c, USCG, 2nd Coast Guard District, St. Louis, Mo.; "Red Roses in Monochrome" by Captain C. J. Stadler.

Category V — Color Photographs (Prints and transparencies, unrestricted as to subject matter).

First: "The Surfmen" by Cadet H. J. Hayes, USCG, Coast Guard Academy, New London, Conn. *Second:* "A Summer Sunday Amphibious Operation" by Captain C. J. Stadler.

WHAT'S IN A NAME



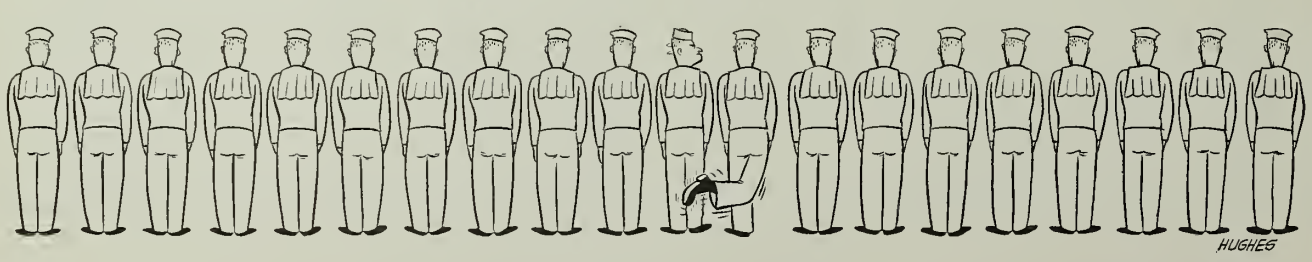
Ship's Husband

Down through the years many a natutical term or phrase from the past has grown in popularity as the years roll by. Others, for one reason or another, have dropped from use and been forgotten. One of the forgotten ones is the once-familiar term, "ship's husband."

Its actual origin is not known but it was used as early as the 18th century. It was not uncommon to hear a sailor say, "She's a fine ship, lads, but she's needing her husband now."

A "ship's husband" was a title bestowed upon the man in charge of a shipyard who supervised the overhaul or repair of a particular ship.

A ship sometimes had more than one husband but this had little bearing upon her true love, which—tradition had it, was saved for her sailors alone.



Deadline Is 30 May for Navy Literary Contest; Rules for Entries Listed

Closing date for the 1949 Navy Literary Contest is 30 May 1949.

Personnel must be on active duty at the time of submitting their manuscripts, any number of which may be entered.

The two prizes are fellowships to the Breadloaf Writers Conference in Middlebury, Vt., from 15 August to 2 Sept 1949. The judges will pick at least one enlisted man's entry as a winner and may award the other prize to an enlisted man at their discretion.

All types of writing will be considered on an equal basis, with no limitations as to length or subject matter. Manuscripts which have been published since May 1948, may be entered, but no prize winner in other competition will be considered.

Entries must be typed double-spaced on one side of 8 x 10½ paper, with a covering page stating "U. S. Navy Literary Contest," and showing the title, full name, rank or rate, and serial number of the writer with both duty station and permanent home address.

If the entry has been previously published, a statement to that effect must be noted with the date and name of publication. Previously unpublished entries must be accompanied by that information.

Manuscripts will be returned, although the Navy Department reserves the right to retain, temporarily, the two prize winning entries for possible publicity.

Winning authors will be given temporary duty orders to Middlebury College, Vt., for the period of 15 August to 2 Sept 1949 plus travel time from their duty stations and return.

Manuscripts must be mailed on or before 30 May 1949 to the Magazine and Book Section, Office of Public Information, Navy Department, Washington 25, D. C. In accordance with authors' wishes, this section will negotiate with book and magazine editors for possible sale of the winning manuscripts and others not previously published which appear to be of salable value.

Winners of last year's contest were Lieutenant (junior grade) Arnold S. Lott, USN, executive officer of LST 1146, and H. O. Austin, MEC, USN, a staff writer on ALL HANDS. Lieutenant Lott's winning entry was a collection of humorous sketches and short stories entitled "Spoofers." A full-length regional-psychological novel entitled "Thunder In January" was Chief Austin's prize winning entry.

Canadian Ships Visit U. S. During Training Exercises

A flotilla of Canadian warships consisting of the light cruiser *Ontario*, destroyer *Athabaskan* and frigate *Antigonish* visited San Diego while enroute to the Caribbean for three-months training exercises from Esquimault, B. C.

The group conducted training exercises at Magadalena Bay before putting in at San Diego and proceeded through the Panama Canal, joining the new Canadian aircraft carrier *Magnificent* and other units of the Canadian Navy's Atlantic forces for training maneuvers.

Athabaskan is a 1,927-ton destroyer of the *Tribal* class. The frigate *Antigonish* is a 1,445-ton vessel corresponding roughly to the U. S. destroyer escort type. Commanding the flotilla is Captain J. C. Hibbard, RCN.

Leave Regulations Concerning Filipino Enlistees Changed With Regard to Reenlistment

When reenlisting on board immediately, enlisted personnel of Philippine extraction and citizens of the Philippines serving in the Navy may be transferred to Commander U. S. Naval Forces Philippines for reenlistment leave and reassignment by Commander Service Force, Pacific.

This information was announced by BuPers Circ. Ltr. 32-49, (NDB, 28 Feb 1949), which stated such transfers could take place only at the time of reenlistment.

Filipino personnel serving in activities under the administrative control of Commander Marianas (Kwajalein excepted), Commander U. S. Naval Forces Far East and Commander U. S. Naval Forces Western Pacific may, upon completing a tour of duty in those areas, be transferred via government conveyance to report to Commander U. S. Naval Forces Philippines for leave. After completion of leave ComNavForPhil will further transfer these personnel to Commander Western Sea Frontier for reassignment.

Reservists Must Submit Requests for Retention

Many Naval Reserve and temporary officers on active duty must submit requests for retention in that status, according to Alnav 10-49 (NDB, 15 Feb 1949).

In line with budget cuts for the 1950 fiscal year as announced by Secretary of the Navy John L. Sullivan in a letter to various Congressional committee chairmen, the number of Navy and Marine Corps officers on active duty must be cut 1,195.

Reserve officers on active duty except officers of the Medical, Dental and Nurse Corps who desire retention beyond their current contractual period of active duty must request retention via their commanding officers as soon as practicable and not later than 1 May 1949. They should be addressed to the Chief of Naval Personnel (Attn: Pers-311).

Those who do not request retention or who are not approved for such retention may expect separation upon completion of their current contractual period as established by previous directives or in their orders to active duty.

Temporary officers, ensign and above, of the Supply and Medical Service Corps, pay clerks and chief pay clerks who wish to be retained on active duty beyond 30 June 1949 must submit requests for retention via their commanding officers to reach BuPers (Attn: Pers-311) by 1 May 1949 at the latest.

All other temporary officers, warrant and above, need not submit retention requests. Those who do not wish to be retained beyond 30 June 1949 must submit requests for termination of present status by 1 May.

Medical officers retained under the provisions of Alnav 281-46 (AS&SL, July-Dec 1946) need not submit requests for release, since they will be released automatically upon completion of obligated service.

Congressional Hearings Begin on Bill Based on Hook Commission Report

Hearings on the all-important H.R. 2553—the Kilday Bill, based on recommendations of the Hook Advisory Commission on Service Pay—began on 8 March before a sub-committee of the House Armed Services Committee.

Previously, Congressional committeemen had listened while the Secretary of Defense and several members of the board which drafted the pay bill testified as to its need.

"No comprehensive study of the pay of the uniformed services has been undertaken since 1908," Secretary of Defense Forrestal pointed out. "During the period which has intervened, approximtaely a dozen revisions have been made in the pay scales but fundamental inequities have continued to exist, and the structure has been further distorted by piecemeal changes and a general failure to regard the problem as a whole —a failure to approach it from the standpoint of stimulating incentive to advancement throughout the services."

The committee appointed by the Secretary of Defense took a whole year to work out an equitable system of pay increases and related matters. Their report has been slightly altered by the Secretary of Defense in regard to retirement provisions, a section in which the Bureau of the Budget has put considerable study.

Although many Congressmen were known to favor an early report out of committee, the bill still will have a long route before it is laid before the President for signing into law. If and when it does reach that stage, the bill as now written may undergo several revisions before it leaves Congress.

In stressing the career aspect of naval and military service, H.R. 2553 makes promotion and responsibility the most important factors in pay increases, with longevity receiving less emphasis. Higher relative increases are recommended for executive and leadership positions in both officer and enlisted categories.

Briefly, the features of the bill are:

• Increases in basic pay and allowances for all ranks and rates, except pay grade 7 personnel. On a percentage basis of increase over present pay, this comes to 3.03 per cent increase for pay grade 6 personnel, 8.33 for PG 5, 28.57 for PG 4, 38.63 for PG 3, 33.77 for PG 2 and 30.16 for PG 1. For warrants, the percentage of increase is 15.57 for grade 4, 12.65 for grade 3, 15.25 for grade 2 and 11.82 for grade 1. Navy ensigns' pay would be increased 22.34 per cent, lieutenant (junior grade) 28.44, lieutenant 32.41, lieutenant commander 23.11, commander 21.73, captain 25.42 and admirals 49.58 and 34.03 for lower and upper half, respectively.

• Retirement under an optional plan providing for personnel now in service to retire under existing law at existing rates of retirement if such is desired. At the same time, he would also have the option of retiring at the increased rate of pay provided he qualifies under the new retirement rules set forth in the bill.

• A stepped-up system of longevity, providing fogies every two years (instead of the present three) for the first 18 years of service for most ranks, after which time the longevity period would be four years for the remainder of time in service. Instead of being computed on a percentage basis as at present, longevity under the Act's provisions would be figured on a flat rate which varies with rank or rate and time in pay grade.

• Subsistence allowances to officer and warrants at all times and to enlisted personnel if rations in kind are not furnished ($2.25 per day) or if permission is granted to mess separately, computed on the basis of the cost of government-provided rations ($1.05 per day). Subsistence allowances would be granted only to servicemen—not to any of his dependents.

• In addition to quarters allowances recommended for officers and warrants, the bill proposes that enlisted personnel of the first three pay grades should receive $67.50 per month if they have dependents. Pay grade 4 personnel with seven years in service would receive the same amount if they have dependents, but all other enlisted personnel would receive $45 per month for quarters whether or not they have dependents.

• All but three of the 50 current types of special pay would be eliminated. The three recommended in the bill for retention are hazardous duty pay, the $100-per month inducement pay for professional medical specialists, and sea and foreign duty pay, which only enlisted personnel would receive. Officers would not be eligible for sea and foreign duty pay.

• Severance pay in lump sum payments or short term benefits to be paid to personnel involuntarily separated from the service who do not qualify for—or do not elect to receive—continuing retirement benefits.

• A free death benefit not to exceed $10,000 for all personnel on active duty or retired rolls to replace the present death gratuity of six months' pay and National Service Life Insurance policies. Present policies would remain in force.

• Disability retirement pay, in which 30 per cent disability under Veterans Administration standards must be evident and, if under 15 years' service, must have been incurred in the direct performance of duty.

The bill also provides for a reenlistment bonus computed on a basis of the number of years for which an individual reenlists, with payments to be made in a lump sum upon reenlistment for a definite period of service. These amounts vary from $20 for a two-year enlistment up to $60 for a six-year enlistment. Thus, a man enlisting for two years will collect $40 in all, while a man enlisting for six years will receive $360 bonus.

This change from the present system is based on service promised rather than service performed, as at present.

These Are Last Month's Flag Rank Orders

Flag rank orders for last month:

Rear Admiral John F. Shafroth, Jr., USN, retired 1 April.

Rear Admiral Ernest H. von Heimburg, USN, ComPhibGrp 2, ordered as Chief, U. S. Naval Mission, Brazil, Rio de Janeiro, Brazil.

Rear Admiral Homer N. Wallin, EDO, USN, Commander Naval Shipyard, Philadelphia, Pa., reported as Commander Naval Shipyard, Norfolk, Va.

Rear Admiral William S. Parsons, USN, Director of Atomic Energy, ordered to duty with Weapons Systems Evaluation Group.

Here's Complete Roundup of Proposed Legislation Affecting Naval Personnel

Congressional committees reported on several bills of interest to the naval establishment and many others were introduced for consideration.

Listed below are new bills or those which have been reported out of Committee.

ALL HANDS will continue to follow developments for this summary, which appears every month.

Medical Care—S. 820: Introduced; to provide dispensary treatment and hospitalization in Army, Navy and Air Force hospitals for retired personnel of the Army, Navy, Air Force, Marine Corps and Coast Guard.

Equivalent Treatment—H.R. 2493: Introduced; to provide equal treatment to disabled enlisted men of the Navy, Marine Corps and Coast Guard on parity with existing law pertaining to disabled enlisted men of the Army.

Justice Code— H.R. 2498: Introduced; to unify, consolidate, revise and codify the Articles of War, the Articles for the Government of the Navy, and the disciplinary laws of the Coast Guard and to enact and establish a Uniform Code of Military Justice.

Retirement Benefits—H.R. 2542: Introduced; to extend Veterans Administration benefits to disabled retired personnel of the Army, Navy, Marine Corps and Coast Guard, without impairment of their right to receive retired pay which they had earned for stipulated service prior to reentry into the service in World War II.

Pay Increases—H.R. 2553: Introduced; to provide pay, allowances, retirement and survivor benefits for members of the Army, Navy, Air Force, Marine Corps, Coast Guard, Coast and Geodetic Survey, Public Health Service, and Reserve components. (See p. 46.)

Total Tax Exemption—H.R. 2582: Introduced; to exempt from income tax compensation received for service in the military or naval forces of the United States.

Museum Submarine—S. 902: Introduced; to authorize the Secretary of the Navy to transfer a captured submarine to the Museum of Science and Industry in the city of Chicago.

Retirement Increase—S. 910: Introduced; to provide increased retired pay for certain persons who performed active military or naval service during World War I.

Survivor Compensation — H.R. 2615: Introduced; to amend the Armed Forces Leave Act of 1946 to provide that payments be made to survivors for unused leave accumulated by members of the armed forces before their death in service.

Security Council Member—H.R. 1945: Reported; to amend the National Security Act of 1947 by providing that the Vice President shall be a member of the National Security Council.

Rental Allowances—S. 957: Introduced; to permit members of the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey and Public Health Service who have dependents to occupy on a rental basis and without loss of rental allowances temporary housing facilities under the jurisdiction of any such service.

Transportation to Graves—H.R. 2750: Introduced; to provide free transportation for persons or wives on Government-owned ships to the graves of veterans buried abroad.

Age Limits—S. 630: Approved by Congress; to remove the upper age limit for appointment in the Supply Corps of the Navy.

Foreign Awards—S. 632: Reported; to authorize the receipt of certain awards and decorations from foreign governments.

Benefit Eligibility—H.R. 2782: Introduced; to permit any veteran of both World Wars to have his service in World War I counted as service in World War II for the purpose of determining eligibility for certain benefits.

Defense Official—H.R. 2216: Reported; to provide for an Under Secretary of Defense.

Proving Ground—H.R. 1741: Reported; to establish a long-range guided missiles proving ground.

Unused Leave—H.R. 2977: Introduced; to further amend Section 5 of the Armed Forces Leave Act of 1946 by extending the time for making application for unused leave to 1 Sept 1950.

Tax Exemptions—H.R. 2979: Introduced; to authorize use of rental and operating income from defense housing facilities of the National Military Establishment for payments in lieu of taxes.

Record Review—H.R. 3002: Introduced; to provide for review of military and naval records in World War I, and issue of decorations, medals and awards in deserving cases.

HOW DID IT START

Holystones

Holystones, as old an instrument of labor as ever used by seamen, is gradually becoming a rarity in the modern American Navy. With the arrival of iron ships the holystone is being replaced by the chipping hammer and wire brush.

Holystones received their names from the fragments of broken monuments from Saint Nicholas church of Great Yarmouth, England. They were used to scrub the decks of the wooden ships of the British Navy. It was believed that this method of cleansing not only cleaned the ship physically but contributed to spiritual cleanliness too.



Some people have attributed the origin to the fact that at first men had to do their holystoning on their knees. Like many other rumors there is little basis for this belief.

In 1931 the Navy issued a general order that limited the use of holystones throughout the Navy. Holystones wear down the decks too rapidly and the consequent repair becomes a burden of expense.

Holystones used now are square blocks of sandstone with a handle placed in a depression of the stone.

Here's the Word on Recruiting Duty — A Tough, Competitive Assignment

(Editor's note—Here's the latest there is to know about recruiting duty, from the man best prepared to tell it—the Officer-in-Charge of the Recruit Procurement School, San Diego, Calif.)

Recruiting service is no "snug harbor" in which old sea dogs can spend their reclining years in shoreside ease, nor is its training school to be taken lightly.

During the last three months of 1948, a number of men were dropped from the Recruiter's School as scholastic failures. This, of course, represented only a small percentage of the total number enrolled but some of them had reported from stations as far away as China.

Their services were lost for several months while in a transient status and the men were caused considerable embarrassment. Several stated they would not have requested recruiting in the first place had they known the nature of the duties required.

Assignment to recruiting duty is not a reward for long and faithful service. Instead it is a hard-working organization engaged in a highly competitive business—that of obtaining desirable men for the Navy in competition with other branches of the armed forces and with civilian industry.

It follows that men thus engaged must reflect in themselves the best example of what the Navy has to offer.

A neat, clean-cut appearance is paramount in importance, since the primary duty of the recruiter is to represent the Navy to the public.

Recruiters are respected members of the communities in which they serve. They are looked upon as public servants and must conduct their business in a straightforward manner. Their private lives must be exemplary.

Recruiters must avail themselves of every opportunity to talk before schools, patriotic organizations and civic groups to spread the gospel of the Navy.

It would be well for men who contemplate requesting recruiting duty to conduct a self-analysis to determine if they really want this type of duty. Serious consideration must be given the following questions:

- Do you believe in the Navy as a career? Can you conscientiously say that you are satisfied and willing to recommend it as a career for any young man?
- Do you like people? Do you have a wide circle of friends? Do you enjoy talking to strangers? Are you bashful? Do you make friends easily?
- Do you want to be recognized as a successful man in your community?
- Are you willing to take an active interest in community affairs?
- Will you go to the mayor, chief of police, political leaders, newspaper men, radio station personnel and officials of all local patriotic and civic organizations to introduce yourself, request their assistance and in turn render assistance?
- Are you prejudiced or biased in regard to racial or religious groups?
- Will your home life, personal affairs and associates reflect credit to the Navy?

Before going to recruiting duty, men are sent to school. Officially known as the U. S. Naval School Personnel Men, Recruit Procurement, the school is located at the U. S. Naval Training Center, San Diego, Calif.

At present, the length of the course is five weeks. The curriculum is divided into two phases, administration and publicity, of two and a half weeks each.

The administration phase covers enlistment papers, correspondence, office management, finger printing and general recruiting information. Publicity includes public speaking, radio scripts, news writing, window displays, publicity and advertising, and public relations.

The school also acts as a screening station to weed out those men not considered qualified to represent the Navy on independent duty. The course is not an easy one and students burn plenty of midnight oil. The consensus is: "I never thought I could learn so much in so short a time."

Requests for recruiting duty should be addressed via official channels to the Chief of Naval Personnel (Attn: Pers-6241), in accordance with Article C-5208 in the 1948 BuPers Man-

List of Stations at Which You May Request Duty

Here is a list of Navy recruiting and inspection stations at which you may request duty.

The recruiting stations are:

- *First Recruiting Area*—Albany, N.Y.; Boston, Mass.; Buffalo, N.Y.; New York City, N.Y.; Portland, Me.; Springfield, Mass.
- *Second Recruiting Area*—Baltimore, Md.; Huntington, W.Va.; Philadelphia, Pa.; Pittsburgh, Pa.; Richmond, Va.; Washington, D.C.
- *Third Recruiting Area*—Birmingham, Ala.; Columbia, S.C.; Jacksonville, Fla.; Macon, Ga.; Nashville, Tenn.; Raleigh, N.C.
- *Fourth Recruiting Area* — Cincinnati, Ohio; Columbus, Ohio; Indianapolis, Ind.; Louisville, Ky.; St. Louis, Mo.
- *Fifth Recruiting Area*—Bismarck, N.D.; Chicago, Ill.; Detroit, Mich.; Minneapolis, Minn.
- *Sixth Recruiting Area*—Denver, Colo.; Des Moines, Iowa; Kansas City, Mo.; Omaha, Nebr.
- *Seventh Recruiting Area*—Little Rock, Ark.; New Orleans, La.; Oklahoma City, Okla.; Albuquerque, N.M.; Dallas, Tex.; Houston, Tex.
- *Eighth Recruiting Area* — Helena, Mont.; Los Angeles, Calif.; Portland, Ore.; Salt Lake City, Utah; San Francisco, Calif.; Seattle, Wash.

The recruiting inspection stations are:

- Office of Inspector of Navy Recruiting, Baltimore, Md.
- Office of Inspector of Navy Recruiting, New York City, N.Y.
- Office of Inspector of Navy Recruiting, Atlanta, Ga.
- Office of Inspector of Navy Recruiting, Columbus, Ohio.
- Office of Inspector of Navy Recruiting, Chicago, Ill.
- Office of Inspector of Navy Recruiting, Omaha, Nebr.
- Office of Inspector of Navy Recruiting, Dallas, Tex.
- Office of Inspector of Navy Recruiting, Salt Lake City, Utah.

ual and BuPers Circ. Ltr. 101-48 (AS & SL, January-May 1948).

Assignment to recruiting duty is available only to chief petty officers and petty officers first class, based on eligibility of the same length of sea service as is normally required for shore duty.

Applications will be examined first by the commanding officer to determine fitness for recruiting duty. The CO's endorsement as to whether he considers the man suitable for this duty will also contain answers and marks on a basis of 4.0 in regard to several pertinent questions listed in the article in the 1948 BuPers Manual.

Yeomen and storekeepers are also used in recruiting, and are sent to recruiting school for a five-week period of instruction prior to being assigned to a recruiting billet. Storekeepers are assigned duties only at main recruiting stations. Yeomen are assigned to main stations and recruiting inspectors' offices subsequent to their training.

Choice of locations should be expressed by main stations rather than by naval districts. List at least three preferences as widely dispersed as possible. (For the complete list of main recruiting stations, see adjoining story.)

Time may be advantageously spent while waiting for orders. Learn to touch a typewriter without breaking it. Recruiters are not required to be accomplished typists; about 20 words per minute "hunt and peck" will see you through.

Brush up on your grammar. The USAFI self-study course, "Basic Grammar," is excellent for this purpose. Also try to improve your spelling and composition.

Review naval history, customs and traditions. If possible, qualify as a Navy driver and obtain a license (NavGen 53). This can be accomplished at the Training Center. Also have a dentist check your teeth and complete all dental work before transfer.

In spite of all you have been told by now—and if you meet the requirements as outlined in the BuPers Manual, pass the "self-analysis" test and have an earnest desire to go on recruiting duty—you may expect to complete the school and have a successful tour in one of the most interesting billets in the Navy.—CHSCLK M. F. Materne, USN.

WAY BACK WHEN



Bully Boys

Prominent in many of the chanties and poems about the old Navy was the reference to "bully boys." Bully boys were, in the strictest sense of the word, beef-eating sailors.

Like spam in the last war a substance called "bully beef" played a conspicuous part in the daily menu of sailors of colonial days. So much so that the men referred to themselves as bully boys.

The item of beef appeared so many times and in so many ways that it was only natural for it to acquire nicknames. It was also called "salt junk" after the rope yarn used for caulking the ships seams. This rope yarn or junk had a reputation for amazing elasticity.

Naval Air Cadets Must Have Two Years College Training

Navy men having less than two years of college education are no longer eligible to apply for training as naval aviation cadets. Under an earlier modification of entrance requirements, a high school education was sufficient.

Alnav 8-49 (NDB, 31 Jan 1949) states that effective 15 Feb 1949 applications from enlisted men with high school education only are suspended until further notice. Approximately 50 per cent more applications for NavCad training than can be approved in fiscal 1949 have been received from service sources. For a summary of basic requirements for NavCad eligibility see ALL HANDS, September 1948, p. 50. It is anticipated that a new directive concerning eligibility for NavCad training will be promulgated in the near future.

Reserve Officers Needed For Extended Duty as ROC Program Instructors

Approximately 100 officers of the Organized or Volunteer Reserve may request extended duty as instructors in the Reserve Officers Candidate Schools in session this summer from 20 June to 22 August at Newport, R. I., and San Diego, Calif.

Lieutenant commanders, lieutenants and lieutenants (junior grade) well equipped to teach navigation, gunnery, communications, seamanship or naval orientation may apply by letter to the Chief of Naval Personnel (Attn: Pers 4) via the commandant of their naval district. The letter should include a brief outline of qualifications.

Two Reserve medical, dental and supply officers will also be needed. Candidates should apply in the same manner.

Extended training duty in the same ROC program will be open to enlisted personnel from 1 June to 22 August. Men from 1st and 3d naval districts are desired for duty at Newport, with San Diego duty going to men from 11th and 12th NDs.

Enlisted men will serve in the duties of their rates, not as instructors. The following ratings are eligible to apply: BM2, YNSN, GM1, PNC, YN1, HM3, SKSN, DK2, YN2, QM1, PN1, HM2, SK2, EM3 and SDG1. Application procedure is the same as for officers except that no outline of qualifications is required.

Applications must reach BuPers by 15 May. Duty will be limited to the full prescribed periods only; no consideration will be given to requests for shorter assignments.

Stockpile of Materials Still Short of Needs, Report Says

The U. S. stockpile of munitions has improved greatly, a report to Congress states. It added, however, that the supply of strategic materials still is not up to par.

Stockpiling has gained momentum rapidly since industry finished reconverting to peacetime production. By the end of fiscal 1949, the Munition Board states, the situation will be much better. Many contracts made as much as 18 months earlier will have been filled by that time.

Exams Will Start in June For Promotion of Officers To LTJG, LT and LCDR Ranks

Examinations for promotion of officers to ranks of lieutenant (junior grade), lieutenant and lieutenant commander are scheduled to begin in June as part of an interim plan outlined in BuPers Circ. Ltr. 18-49 (NDB, 31 Jan 1949), superseding earlier directives contained in Circ. Ltrs. 17-48, 102-48, 180-48, 193-48, and BuSandA Ltr. of 21 July 1948.

Other grades will be examined as soon as practicable after officers make their number.

The interim period will extend through calendar 1949. Long range plans for examinations which will require a much broader scope of knowledge are under study and will be published with complete bibliographies as soon as practicable.

Specific dates of tests for the three junior grades, consisting of objective type questions, will be announced later. Essay type questions will be given for candidates for higher ranks. Captains selected for the grade of rear admiral will be examined on their records only.

Also eligible for advancement on the basis of examination of records will be temporary USN officers, Naval Reserve officers and officers who reverted in grade only because of limitations on authorized numbers established by the 1947 Officer Personnel Act. Officers who held or now hold spot promotions are not exempt from prescribed examination for regular promotion to the spotted or intermediate grade.

Officers in the Medical Corps, Dental Corps, Medical Service Corps and Nurse Corps will, as in the past, be examined as provided for in the manual of the Medical Department.

Data on warrant officer examinations, if given during this calendar year, will be announced separately. Also handled by separate correspondence will be examination for the rank of commissioned warrant officer, for which only one officer will be eligible during 1949.

Officer candidates taking written examinations will be tested in administration, including armed forces organization, naval administration and leadership, and military law. In addition, unrestricted line officers seeking grades of commander and captain will be examined in international law. A bibliography for these fields is provided in an enclosure to the directive.

Officers failing in examinations on the subjects listed above which were given in December 1948, will be re-examined with the next group of ensigns, probably in June 1949. Such men will be notified individually by letter.

101 Appointed to LTJG, 4 Make Permanent CWO

Permanent or temporary promotions for 105 Regular Navy and Naval Reserve officers on active duty were announced in BuPers Circ. Ltr. 11-49 (NDB, 15 Jan 1949).

All were appointed to the rank of lieutenant (junior grade) except four, who received permanent appointments to chief warrant grades.

The directive called for the officers to execute and forward to the Chief of Naval Personnel (Attn Pers-32152) their acceptance and oath of office.

Officers of Research Reserve Offered Scientific Seminar

The second annual scientific seminar for officers of the Volunteer Research Reserve, sponsored by the Office of Naval Research for 100 selected candidates, will be held from 8 to 22 June in Washington, D. C. Applications for the course must be submitted to the commandant in time to be forwarded to ONR's branch offices by 15 April.

Members of Research Reserve units will be given priority in selection of applicants.

The seminar will provide opportunity to study plans and functions of ONR, and to observe activities conducted by that office in the Washington area and at Annapolis, Md.

Group Life Insurance Open To Officers on Overseas Duty

Membership in the Armed Forces Mutual Benefit Association, formerly extended only to Army officers, is now open to commissioned and warrant officers of all the armed services.

Primary purpose of the Association is to enable officers serving beyond the continental limits of the United States, or on sea duty, to procure group life insurance.

The directive announcing the plan to the Navy, BuPers Circ. Ltr. 10-49 (NDB, 15 Jan 1949), points out that "insurance protection of the group type afforded by membership in the Association might be utilized by eligible officers desiring additional protection. However, group life insurance should not be misconstrued or considered as a substitute for government or permanent commercial life insurance nor as the basis for a sound personal life insurance program."

Organized in 1947, membership in the Association now totals approximately 4,000.

Information and application forms may be requested from Armed Forces Mutual Benefit Association, Room 1734, Building T7, Gravelly Point, Washington 25, D. C.

Five Staff Corps Captains Selected for Rank of RADM

Five Supply Corps captains and one Chaplain Corps officer have been selected for promotion to the rank of rear admiral.

The Supply Corps officers were selected by a board headed by Rear Admiral Malcolm G. Slarrow, SC, USN. They are:

- Captain Frank C. Dunham, SC, USN, Special Assistant to the Chief of the Bureau of Supplies and Accounts.
- Captain Stephen R. Edson, SC, USN, Supply Officer, Naval Gun Factory, Washington, D.C.
- Captain Samuel E. McCarty, SC, USN, Aviation Supply Officer, Bureau of Supplies and Accounts and Bureau of Aeronautics.
- Captain George W. Bauernschmidt, SC, USN, Assistant Chief of the Bureau of Supplies and Accounts for Logistics Plans Coordination.
- Captain Ralph J. Arnold, SC, USN, Assistant Chief of the Bureau of Supplies and Accounts (Director of Material and Supply).

A selection board headed by Rear Admiral Earl E. Stone, USN, selected Captain Stanton W. Salisbury, CHC, USN, for promotion to rear admiral in the Chaplain Corps. All six staff corps selections were approved by the President.

Approval for the Promotion Of 38,000 Reserve Ensigns Given by the President

Promotion of some 38.000 Reserve ensigns appointed on or before 31 Dec 1945 has been authorized and approved by the President.

A publication containing a complete list of eligible officers is being prepared and will be distributed, when ready, to Naval Reserve Activities. An announcement will be made later when distribution of the publication is completed.

Included among those eligible for promotion are men and women ensigns who served on active duty, ensigns of the Merchant Marine Naval Reserve, and eligible officers who never performed active duty.

Each officer on the promotion list must certify that his physical condition has not changed materially since the date he was appointed an ensign. In case of such change, he must submit to examination by a medical board to determine whether or not he is physically qualified.

All ensigns considering themselves qualified for promotion should report to their nearest Naval Reserve activity to effect their change in grade after distribution of the appointive authority. Appointments are authorized but are not effective until the officer concerned presents required evidence and accepts his promotion.

Use of Private Reprimand Of Officers Is Outlined

Detailed instructions to commanding and higher echelon officers on the use of "private reprimand" of officers are contained in a new SecNav directive.

Interpretation of the meaning of "private reprimand" varies extensively throughout the naval service, according to the directive, a SecNav letter of 7 Jan 1949 (NDB, 15 Jan 1949), which states this difference in interpretation has been reflected in various ways in officers' official records in the Navy Department.

The directive positively states that a casual reproof, admonishment, caution, or warning issued verbally in the ordinary course of duty is not to be considered a punishment within the purview of applicable Navy Regulations.

Private reprimand should always be issued in letter form, the directive stated. It was pointed out that by naval custom and usage letters may be issued in any of three degrees of severity. They are:

- *Letter of Reprimand*—the most severe form of private reprimand.
- *Letter of Admonition*—considered to be of less severity than a letter of reprimand.
- *Letter of Caution*—less severe than a letter of admonition.

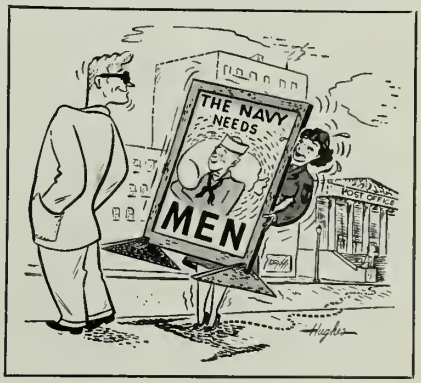
The term "letter of censure" is considered to be general and to include letters of reprimand, admonition and caution, and should not be used to apply to any one specific letter.

It was pointed out that at the time a letter of censure is addressed to an officer he must be under the jurisdiction of the authority signing the letter. If an officer to whom it is proposed to address such a letter is no longer within the command jurisdiction, recommendation relative to censure should be made to such common higher authority in the chain of command as presently has jurisdiction over the officer. If there is none, then the recommendation should be made to the Chief of Naval Personnel or Commandant of the Marine Corps, who have statutory authority to act for the Secretary of the Navy as the discipline officers of the Navy and Marine Corps, respectively.

When it is contemplated to address a letter of censure to an officer, the officer must first be informed in writing of the projected action and of the facts upon which it will be based. He will be directed to submit a written statement within a stipulated reasonable time setting forth any cause why the projected action should not be taken.

Directing the officer to make such prior statement will not be required if that officer has been sentenced by a general court martial to be publicly reprimanded, if he has been accorded all the rights of a party defendant before a court of inquiry or board of investigation, or if he has already made a statement in connection with an Administrative Report or a Naval Aviator Disposition Board Inquiry.

Administrative details on methods of preparation of letters of censure, when they should be used and other pertinent information on the subject are contained in the directive.



1872 Message Reaches SecNav—76 Years Later

A message written on 16 June 1872 has at last reached its destination—the office of the Secretary of the Navy—after a lapse of 76 years.

The message was penned on board the steamer *Polaris* during a Navy arctic expedition. Somehow it failed to be sent to the Secretary of the Navy—the Honorable George M. Robeson—and it reposed within a copper cylinder in a trunk until brought to light. The message states in part:

"United States North Pole Expedition, Steamer *Polaris*. Winter Quarters, Thank God Harbor, Polaris Bay, June 16, 1872. Having reached last fall with the vessel, our highest latitude 82° 16′. We were beset into the ice and drifting south for several successive days. Made winter headquarters in the above-named bay on September 4, 1871. Captain C. S. Hall died on November 8. Rest of the party is well and in high spirits. Two boats left for the North on June 8th to carry out the objective of the expedition. (signed) S. O. Budington, Sailing-Master.

"Whoever finds this paper is requested to forward it to the Secretary of the Navy, Washington, D. C. with a note of time and place in which it is found. . . ."

Polaris was a tug-boat which saw service in the Civil War. She was refitted at the Washington (D. C.) Navy Yard before making the Arctic voyage. The ship failed to reach the North Pole and was lost shortly after the 16 June 1872 message was written. All hands except Captain Hall survived.

U.S. Naval Institute Opens Essay Contest for EMs

The 1949 prize essay contest for enlisted personnel, conducted by the magazine *United States Naval Institute Proceedings*, is now under way. Deadline for receipt of essays at Annapolis, Md., is 1 Aug 1949.

Like the 1948 contest, this contest is open to any enlisted man or woman of the Navy, Marine Corps or Coast Guard who is on active duty. This is a separate contest from the annual competition which is open to all service personnel and civilians.

In the current contest a prize of $300 to $700, a gold medal and a life membership in the Institute will be awarded for the best essay submitted on any subject pertaining to the naval profession, should the Board of Control consider the essay of sufficient merit. If a former winner should win the contest he will receive an engraved gold clasp in place of the medal and a cash sum instead of the life membership in the Institute.

Aside from the prize award, one or more essays may receive honorable mention. Honorable mention essays will bring their authors compensation as adjudged by the Board of Control, but not a life membership in the Institute.

If no essay is considered sufficiently meritorious to receive the prize or an honorable mention, the best essay submitted may receive a special award from the Institute.

Here are the rules:

- Essays should not exceed 8,000 words.
- Essays must be received by the Secretary-Treasurer on or before 1 Aug 1949.
- Essays must be sent in a sealed envelope marked "Enlisted Prize Essay Contest." The name of the competitor must not appear on the essay, but each essay must have a motto and must be accompanied by a separate sealed envelope with the motto written on the outside and the name of the competitor and the motto inside. This envelope will not be opened until the Board has decided upon the awards.
- The awards will be made by the Board of Control, voting by ballot and without knowledge of the names of the competitors.
- The awards will be made known and presented to the winning competitors as soon as practicable after the September meeting of the Board.
- All essays must be typewritten, double spaced, on paper 8½" x 11". Three complete copies must be submitted.
- Essays awarded the prize, honorable mention, or a special award are for publication in the *Naval Institute Proceedings*. Essays not awarded a prize may be published at the discretion of the Board of Control, and writers of such essays will be paid at normal page-rates.

ALL HANDS, December 1948, p. 51, gave information about winners of the 1948 contest for enlisted personnel. The winning essay appeared in the December 1948 issue of *Naval Institute Proceedings* and the honorable mention essay was published in the January 1949 issue.

Essay on Atomic Bomb Wins First Prize in Contest

Winner of first prize in the United States Naval Institute's annual general prize essay contest is Lieutenant Commander Harvey B. Seim, USN, stationed at the Navy Department, Washington, D. C.

"Atomic Bomb—The X-Factor of Military Policy" is the title of Lieutenant Commander Seim's essay that won the top award of $750, a gold medal and a life membership in the Naval Institute. The essay will be published in the April issue of the *U. S. Naval Institute Proceedings*.

Two essays entitled "The Principles of War" and "Power and America's Promise of Peace" written by Rear Admiral Charles R. Brown, USN, Naval War College, Newport, R. I., and Lieutenant Commander Ralph E. Williams, SC, USN, respectively, received honorable mention and cash prizes of $375 each. Lieutenant Commander Williams also is stationed at the Naval War College. These essays will be published in the *Proceedings*.

One hundred sixty-five contestants participated in the essay contest, which was open to civilians as well as military personnel. Identity of all contestants was concealed from the board of judges until winning essays had been selected.

USO Is Back on Duty as 'Home Away from Home'

After a little more than a year of inactivity the USO has again returned to play its part in service morale. A Presidential proclamation has reactivated the United Service Organizations.

Under the sponsorship of the combined military commands and operated by the same six agencies that operated it during the war, the USO will again act as the servicemen's "home away from home."

The USO made its appearance 4 Feb 1941 and was honorably discharged 31 Dec 1947.

During its years of operation the USO served 1,045,104,161 persons the world over. It staged and produced 428,521 Camp Shows, starring such Hollywood stars as Bob Hope, Ray Milland, and Jack Benny, from New Guinea to New Hampshire.

It distributed 30,211,452 pieces of religious material; 3,982,506 books and 18,211,720 magazines to servicemen and women of the allied forces.

Its policy "to aid in the war and defense program of the United States and its allies by serving the religious, spiritual, welfare and educational need of the men and women in the armed forces and the war and defense industries of the United States and its allies in the United States and throughout the world, and in general to contribute to the maintenance of morale in American communities and elsewhere . . ." was followed to the letter during the war.

Illustration of the USO's past effectiveness can be shown by a couple of incidents out of its war record. In the town of Sayre, Pa., (population 7,500) the USO served food to 30,000 troops in transit in one day. In Hawaii it set up three camps in three weeks to care for Marines returning from the battle of Iwo Jima.

With approximately 2,100,000 men and women in the defense forces this year the USO anticipates operating, exclusive of hospital camp shows, between 140 and 150 units in the United States, Alaska and Guam.

SecNav's Award for Safety Given 52 Shore Stations, 4 Bureaus; $4,000,000 Saved

In three years, the Navy's safety program—conducted for preventing industrial and motor vehicle accidents in shore establishments—has resulted in a saving of more than $4.000,000 to taxpayers.

The Secretary of the Navy's Award for Achievement in Safety has been given to 52 U. S. naval shore stations and four bureaus of the Navy Department for safety records established in 1948. The four bureaus are BuAer, BuShips, BuSandA, and BuOrd. They were given the award because of the large number of activities under their jurisdiction which obtained good safety records.

The 52 shore activities which won the award are as follows. Those preceded by an asterisk also received the award in 1947.

CNO—*NOB Kodiak, Alaska; NOB Subic Bay, P.I.; *NavSta Key West, Fla.: SubBase New London, Conn.; NOB Roosevelt Roads, P.R.; NavSta Tongue Point, Alaska; NavSta Treasure Island, Calif.; NavPhibBase Little Creek, Va.

BuAer—MarCorAS Cherry Point, N.C.; *NAS Alameda, Calif.; NAS Anacostia, D.C.: NAS Lakehurst, N.J.: *Naval Air Material Center, Philadelphia, Pa.; NAS San Diego, Calif.; *NATB Pensacola, Calif.; *NATechTraCen Memphis, Tenn.; NAS Patuxent River, Md.

BuMed—Naval Hospital, Long Beach, Calif.

BuPers—NTC San Diego, Calif.; *Naval Academy, Annapolis, Md.

BuOrd—*NAD, Hastings, Neb.; *NAD McAlester, Okla.; NAD Puget Sound, Wash.; *NAD Shoemaker, Calif.; NAD Bangor, Me.; Naval Ordnance Plant, Forest Park, Ill.; Naval Ordnance Plant, Indianapolis, Ind.; Naval Ordnance Plant, Macon, Ga.; *Naval Ordnance Plant, Pocatello, Idaho; Naval Ordnance Plant, York, Pa.; *Ordnance Test Station, Inyokern, Calif.; Ordnance Laboratory, White Oak, Md.; Naval Powder Factory, Indian Head, Md.; *Naval Gun Factory, Washington, D.C.; *Naval Mine Depot, Yorktown, Va.; NAAS-NAOTC Chincoteague, Va.

BuShips — NavShipYd Boston, Mass.; NavShipYd Norfolk, Va.; *NavShipYd Pearl Harbor, T.H.; NavShipYd Philadelphia, Pa.; *NavShipYd Portsmouth, Va.: *NavShipYd Puget Sound, Wash.: *NavShipYd San Francisco, Calif.; *NavShipYd Long Beach, Calif.; *NavShipYd Vallejo, Calif.

BuSandA—*NSD Clearfield, Utah; NSD Mechanicsburg, Pa.; *NSC Norfolk, Va.: *NSD Oakland, Calif.; NSD San Diego, Calif.; *NSD Stockton, Calif.; *NASD Philadelphia, Pa.

Quiz Aweigh Is on Page 39.

1. (a) Compensating binnacle contains compass for neutralizing or compensating errors.
2. (b) 55 per cent distilled water.
3. (b) Master diver.
4. (b) Salvage diver.
5. (b) *Des Moines*. One of heaviest heavy cruisers in the world.
6. (c) 8-inch, automatic, rapid-fire guns.

Effects Temporary Transfer Of Volunteer Reservists

Temporary assignments of volunteer officers to Organized Reserve units may be effected by commandants of naval districts, PRNC and CNAResTra, pending approval by BuPers in accordance with two new Naval Reserve directives.

In general the applicant for transfer must meet age, rank, physical and classification qualifications established for each program of the Organized Reserve.

If an officer seeking transfer does not meet all requirements, consideration will be given by BuPers to requests for waivers. Officers of surface, submarine and aviation programs are essentially seagoing personnel, and qualifications in such billets are based on that assumption. Qualifications of officers in other programs need not be so restrictive.

When the volunteer officer's classification is other than that prescribed for the Organized Reserve unit to which he desires assignment he may, provided he is qualified for the billet, request change in classification.

Officers not meeting all requirements for transfer will be permitted to attend drills with the organized unit of his choice in a non-drill pay status while his commandant's request for waiver is pending.

First MarCor Women Recruits Now Undergoing Training At Parris Island, S.C.

The first Regular Marine Corps women recruits now are undergoing training at Parris Island, S. C. The first women enlistees in the Regular Marine Corps were ex-Reservists who transferred to the regulars and underwent five days' reindoctrination training in Washington, D. C.

Enlisted recruits are being assigned to classes of approximately 50 members. Except for combat training, instruction is following closely the schedule in effect for male Marine recruits. Male drill instructors teach precision marching, but women give instruction concerning subjects pertaining specifically to women Marines. Part of the training is a study of Marine Corps history and traditions.

Training is for a period of six weeks. Upon graduation some Women Marines will be assigned to the Personnel Administration School at Parris Island for additional training. Others will go directly to their regular duty stations.

The Marine Corps plans to have an enlisted strength of 839 women and 65 officers in the "regulars" by 1 July, 1950. Before the present training program began, approximately 200 former Women Marine Reservists had reenlisted in the Regular Marine Corps.

Army, Marine Corps Officers Will Study Training Facilities

A tour of Army, Navy and Marine Corps training bases is being arranged for a group of Army and Marine Corps officers.

The group will make a study of the training facilities of the three military organizations and their methods of training for the purpose of an interchange of ideas leading to improvement of basic military and leadership training.

Not an inspection tour, the observers will attempt to detect the better features of training employed by each organization for the purpose of recommending use of the most desirable system. Eight Army centers (including a WAC training center) an Air Force training base and two Navy and Marine Corps centers will be visited.

Precedence of Ratings Set Forth in BuPers Manual

Precedence among the various naval ratings under the new rating structure established 2 Apr 1948 has been set forth in Article C-2102 of the new BuPers Manual.

This new order of precedence became necessary with the inclusion of several new ratings in the rating structure. The rating of IC Electrician and Personnelman previously not included in the old rating structure, are now in twenty-second and thirty-seventh place respectively. Several of the old ratings, still in existence, have had their order of precedence changed. The rating of quartermaster, fifth in the old order of precedence, has now moved up to second place. Torpedoman's mate once in fourth place, has dropped down to thirteenth.

The order of precedence as set forth in the 1948 BuPers Manual was developed after due consideration of the comparative military responsibilities involved among all ratings.

The same order of precedence of ratings applies to petty officers of each level. For purposes of brevity the list which follows lists the ratings and is not repeated within each petty officer class. However, it should be understood that a petty officer, first class, for instance, takes precedence over all petty officers, second class, regardless of the former's rating. The list as published in the 1948 BuPers Manual arranges the precedence by petty officer classes and by the same order of ratings within each class.



Oak Leaf, Oakland

'Oh, it's a beautiful morning.'

Precedence is applicable primarily to military duties and especially to those duties pertaining to the assumption or execution of military command. In a group of chief petty officers, for instance, the chief boatswain's mate with the longest service as a chief petty officer (in acting appointment or otherwise) is the senior petty officer in military responsibility. However, in the same group of chief petty officers, the CPO with the longest service as a chief, regardless of rating, is by courtesy and naval custom the "elder statesman" in matters not involving military command.

Strikers do not take precedence over each other regardless of the rating for which they are striking.

Steward ratings take precedence among themselves according to pay grades.

Among chief petty officers in pay grades 1 or 1A, the order of precedence is determined from the date of advancement to pay grade 1A.

As it stands now the order of precedence for enlisted personnel is as follows:

Boatswain's mate
Quartermaster
Gunner's mate
Fire controlman
Damage controlman
Radioman
Radarman
Sonarman
Machinist's mate
Engineman
Aviation machinist's mate
Machinery repairman
Torpedoman's mate
Mineman
Aviation ordnanceman
Fire control technician
Electronics technician
Aviation electronicsman
Aviation electronics technician
Electrician's mate
Aviation electrician's mate
I. C. electrician
Boilerman
Metalsmith
Aviation structural mechanic
Pipe fitter
Molder
Patternmaker
Instrumentman
Opticalman
Tradevman
Aviation boatswain's mate
Parachute rigger
Aerographer's mate
Air controlman
Yeoman
Personnel man
Teleman
Storekeeper
Aviation storekeeper
Disbursing clerk
Machine accountant
Printer
Lithographer
Photographer's mate
Aviation photographer's mate
Draftsman
Journalist
Commissaryman
Ship's serviceman
Musician
Builder
Surveyor
Driver
Steelworker
Construction electrician's mate
Utilities man
Mechanic
Communications technician
Hospital corpsman
Dental technician

Former K. P. in WW I Seeking MarCor Friends

A 45-year-old German who as a boy of 14 served on K.P. duty for a company of American Marines would like very much to "get into connection with" his World War I friends.

The German is Hans Schneider, and the Marine company that made a mascot of him for a time is the old 23rd Company, 6th Machine Gun Battalion. Writing to "Research Department, Washington, U. S. A.," Schneider stated: "Dear Sirs, Please don't mind that I trouble you with a special request. I would like very much to get into connection with the Twenty-Third Comp., P.C., Sixth Machinegun Battalion, United States Marines, who were here at Waldbreitbach in the year 1918. . . . My American friends wished to take me with them abroad, but being too young then, I had to stay here. I had spent a very good time with my American friends and was sad when they left.

"I would be so very glad if it would be possible for me to get again into connection with my friends through your kind aid."

The letter was referred to an association of former Marines from that unit, with headquarters in Brooklyn, N. Y. Hans Schneider's address is Waldbreitbach (French Zone), Germany.

Marine Corps Reserve Expects to Reach Goal Of 141,739 by 1 July

Ground and aviation branches of the Marine Corps Reserve expect to reach their goal of 141,739 officers and enlisted men by 1 July 1949.

Already the Organized Reserve has attained 93 per cent of its quota. Beginning 1 July 1949—during fiscal 1950—16,000 new members for the ground units of the Organized Reserve will be recruited. The Volunteer Reserve plans no increase over its 1949 authorized strength.

The Organized Marine Air Reserve now has 27 active fighter squadrons and eight ground control intercept squadrons—radar control units for directing fighters to intercept enemy aircraft. The 35 squadrons are based at 22 naval air stations throughout the country. Eight fighter squadrons and two ground intercept squadrons already have filled every officer and enlisted billet.

The official report of the second annual maneuvers of the Marine Corps Air Reserve shows that attendance was 38.8 per cent above that of 1947. Total flying time was 53 per cent higher, and aircraft availability increased from 89 per cent to 92 per cent.

Future plans for Marine Corps Reserve training call for increased amphibious maneuvers. Also, air transport will receive more emphasis. It is planned that all Organized Reserve units located more than 36 hours' rail travel from training centers will be moved to the centers by airlift. More than 4,000 Reservists may be transported in that manner during fiscal 1950.

Thirty or more Women's Reserve units are planned, to consist of 60 officers and some 1,500 enlisted women by the end of the year. Both Volunteer and Organized Reserve activities are planned, to be open to civilian women without previous military experience, as well as to former Reservists.

Certain needs for improvement in the Marine Corps Reserve organization were mentioned. Organized units need approximtaely 200 more officers than they have. In Class V, consisting of specialists who are unable to meet the age or physical requirements, many more enlisted men are needed.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 9—Announces presidential approval of the selection of six officers to the grade of rear admiral.

No. 10—Presents information concerning the retention of temporary officers and reserve officers on active duty. (See p. 45.)

No. 11—Announces Presidential approval of selection boards' recommendations of one CEC officer to rear admiral and five officers to brigadier general.

No. 12—Presents a list of officers approved for promotion.

No. 13—Announces resignation of Mark E. Andrews and appointment of John T. Koehler as Assistant Secretary of the Navy.

No. 14—Presents another in a list of officers selected for promotion.

No. 15—Presents another in a list of officers selected for promotion.

No. 16—Announces special award for Navy and Marine Corps personnel participating in Berlin airlift.

BuPers Circular Letters

No. 20—Presents another in a series of personnel eligible for Combat Distinguishing Device.

No. 21—Puhlishes a list of officers eligible for promotion to grade of lieutenant (junior grade).

No. 22—Gives information about civil readjustment.

No. 23—Desires applications from permanently commissioned line officers of Regular Navy, originally commissioned June 1940-June 1944, for course of instruction in oceanography.

No. 24—Gives some advance changes in U. S. Navy uniform. (See p. 38, March 1949 ALL HANDS.)

No. 25—Announces All-Navy football championship, 1949.

No. 26—Gives BuPers circular letters in effect as of 31 Jan 1949.

No. 27—Draws attention to changes in uniforms effective April 1949. (See p. 38, March 1949 ALL HANDS.)

No. 28—Offers scholarship to Rensselaer Polytechnic Institute, Troy, N. Y., for sons of living or deceased Navy personnel. (See p. 7.)

No. 29—Presents another in a list of officers appointed in grades contained therein.

Exams to Be Held 4-8 April To Select LTJGs in MedCorps

Examinations will be held during the period of 4 to 8 April to select candidates for appointment to the grade of lieutenant (junior grade) in the Medical Corps of the Navy.

Major requirements for qualification are as follows:

- Candidate must be less than 32 years of age at the time of appointment.
- He must be a graduate of an approved medical school in the U. S. or Canada and have completed intern training in an accredited hospital or be due to complete such intern training within four months after the examination.
- He must be physically qualified. Boards of Medical examiners and supervisory naval examining boards will determine candidates' physical and professional qualifications. Candidates should appear at the naval hospital nearest their place of residence. Successful candidates will be issued appointment and orders assigning them to duty in a naval medical facility for active naval service.

With the additional compensation of $100 per month now paid medical officers, a lieutenant (junior grade) in the Medical Corps receives $4,574.50 a year without dependents and $5,011 a year if married.

Examinations for selecting Medical Corps officers are held several times each year. For dates of later examinations and for detailed information concerning the form and procedure for application, contact your nearest naval officer procurement office or the Bureau of Medicine and Surgery, Navy Department, Washington 25, D. C. (Attn: Code-3424).

ALL HANDS will publish dates of future examinations as they become available.

DECORATIONS & CITATIONS

Medal and Device Authorized for Airlift Duty

Award of the Navy Occupation Service Medal and the Berlin Airlift Device is authorized for naval personnel serving 90 days or more on the Berlin airlift.

To be eligible, personnel must be permanently or temporarily assigned to a unit designated by the Chief of Naval Operations as participating in direct support of the airlift between 26 June 1948 and a terminal date to be announced later.



Navy Occupation Service Medal with Berlin Airlift Device.

The announcement, made by Alnav 16 (NDB, 28 Feb 1949), also authorized naval personnel to accept the Air Medal and commendation ribbon if and when awarded by the Commanding General, U. S. Air Force Europe.

The Berlin Airlift Device is a gold colored miniature of a C-54 transport and is worn on the service ribbon and suspension ribbon of the Navy Occupation Service Medal with the nose pointing upward at a 30-degree angle, and towards the wearer's own right. The device has a three-eighths-inch wing span.



First Award

★ Bryan, Brady L., CHMACH, USN, Allston, Massachusetts: While serving on board USS *Meredith*, in action against enemy forces off the coast of France, 8 June 1944. CHMACH (then Machinist) Bryan escaped from the shattered engineroom after his ship struck an enemy mine. He returned to the flooded, darkened compartment to rescue four of his injured comrades from certain death.

★ Cope, Harley F., CAPT, USN, Joseph, Oregon: CAPT (then CDR) Cope was commanding officer of USS *Salinas* in action against an enemy submarine in the Atlantic Area on 30 Oct 1941. When *Salinas* was torpedoed and severely damaged during an attack by a hostile submarine, he conducted his command with skill and courage. Under his leadership, *Salinas* was able to counter the second torpedo attack by fire from her own guns and proceed under her own power through heavy weather to port in Newfoundland.



CAPT Cope



CDR Jermann

★ Gray, John F., LCDR, USN, Coronado, Calif.: As fighter team leader and pilot of a fighter plane in FightRon Five, attached to USS *Yorktown*, LCDR (then LT) Gray was in action against enemy Japanese forces at Truk, Saipan and Tinian, 16-22 Feb 1944. Braving enemy air opposition 16 February, he conrageously led his fighters in an aggressive raid against the Dublon Island seaplane base and, pressing home his attack to point blank range in the face of an intense barrage of hostile antiaircraft fire, succeeded in immobilizing the base, downing three enemy aircraft and damaging several others on the ground. In a strike against airfields on Saipan and Tinian, he led his group in runs which resulted in the shooting down of an airborne fighter, the burning of 12 twin-engined bombers on the ground and destruction of military installations, including two huge fuel dumps. In addition, three small ships were sunk and larger vessels damaged.

★ Jermann, Theodore L., CDR, USNR, Richmond Hill, N. Y.: As engineer officer in USS *Salinas* he participated in actions against an enemy submarine in the Atlantic Area, 30 Oct 1941. When *Salinas* was torpedoed and severely damaged during an attack by a hostile submarine, CDR (the LT) Jermann immediately went below to inspect the condition of his engineering plant. Completing his inspection when the second torpedo struck, he secured overboard valves and ruptured lines and, with the aid of two of his men, made it possible for the engineering department to be put in an operable condition, thereby enabling *Salinas* to procced under her own power through heavy weather to port in Newfoundland.

★ Langrall, James H., LTJG, USNR, Baltimore, Md.: As pilot of a torpedo plane in TorpRon Nineteen, attached to USS *Lexington*, LTJG Langrall participated in operations against enemy Japanese forces in the Battle of Samar, Philippine Islands, 25 Oct 1944. In a torpedo attack against vital elements of an enemy task force including aircraft carriers, destroyers, battleships and cruisers, LTJG Langrall braved intense hostile antiaircraft fire to press home a daring attack on an aircraft carrier, scoring a direct hit on the largest and thereby contributing to the subsequent sinking of the vessel.

★ Miller, Clair L, CDR, USN, Arlington, Va.: As air officer of USS *Ticonderoga* during action against enemy Japanese forces at Formosa, 21 Jan 1945, CDR Miller was thrown against the steel bulkhead and severely wounded and stunned when a suicide plane and its bomb exploded on the hangar deck. CDR Miller instantly organized and directed fire-fighting and jettisoning crews. Despite the imminent danger from billowing flames and exploding belly tanks and ammunition in the forward hangar deck, he repeatedly risked his life to carry on the work of fire control and of de-arming and de-bombing planes in the danger zone. With the hangar deck under control and the crews well organized and under able supervision, CDR Miller directed and coordinated the operations of the air department before making a report to his commanding officer. Immediately upon leaving the bridge, he noticed a second hostile plane starting its run on the ship, and running quickly to his station, ordered all topside personnel, with the exception of gun crews, to take cover. Fatally wounded when the suicide plane crashed and its bomb fell and exploded on the hangar deck, he managed to struggle back to the navigation bridge where he collapsed.



LTJG Langrall



LCDR Mulvihill

★ Mulvihill, Francis G., LCDR, USN, Redlands, Calif.: As pilot of a bomber plane as a division leader in BomRon One, attached to USS *Bennington*, he participated in action against major units of the Japanese Fleet at Kure, Japan, 24 July 1944. Despite intense and accurate antiaircraft fire from ship and shore batteries, LCDR (then LT) Mulvihill led his squadron through a 6,000-foot cloud layer covering the target to a hazardously low altitude, personally scoring a direct hit on an enemy battleship.

★ O'Rourke, Vincent P., LTJG, USN, Atlantic City, N. J.: As pilot of a torpedo bomber in TorpRon Forty Seven, attached to USS *Bataan*, LTJG O'Rourke participated in action against units of the Japanese fleet in Kobe Bay, Honshu, Japan, on 19 Mar 1945. Skillfully maneuvering to locate his target under a heavy enemy smoke screen LTJG O'Rourke launched an attack on a large Japanese carrier and, in the face of intense hostile antiaircraft fire, scored several direct hits on the vessel.

★ Paquet, Freeman, (n) Jr., GM1, USN, Vallejo, Calif.: While serving on board USS *Harder* in the Pacific Area, Paquet unhesitatingly volunteered to lead a rescue team from his ship to an enemy Japanese-held island in an attempt to rescue an aviator whose plane had been shot down. Although fully aware that unforeseen circumstances might result in the forced abandonment of the entire party, he courageously fought his way through the surf despite the danger of hostile sniper fire from the beach and, finding the exhausted aviator, succeeded in bringing him back to the submarine.

★ Rector, Edgar M., LT, MC, USNR, Portland, Ore.: As a medical officer attached to the Third Marine Battalion, Twenty-Third Marines, Fourth Marine Division, LT (then ENS) Rector participated in action against enemy Japanese forces on Saipan and Tinian Islands July 1944. When the entire front line was forced to withdraw during action on Saipan, LT Rector courageously remained forward of our lines until late at night, administering first aid and plasma to the wounded until they could be evacuated. Later on, despite a painful wound in his hand, he boldly moved forward under fire to aid a wounded marine who could not be evacuated, subsequently receiving a chest wound himself.

★ Schlosser, Ralph J., LT, USNR, Seattle, Washington: As pilot of a fighter plane in FightRon Forty-Nine, attached to USS *San Jacinto*, LT Schlosser participated in action against major units of the Japanese fleet anchored in Kure Harbor, Honshu, Japan, 28 July 1945. Gallantly leading his division in an attack against the enemy battleship, *Ise*, in the face of intense and accurate antiaircraft fire, LT Schlosser skillfully maneuvered his plane for maximum striking power and, pressing home his attack from an extremely low altitude, scored a direct hit on the bridge of the hostile warship.



CheVron, San Diego

'Now remember! Let go of this one!'

★ Smith, Ashton B., CAPT, USN, (Ret.), Atlanta, Ga.: As executive officer in USS *Salinas* CAPT (then LCDR) Smith, participated in action against an enemy submarine in the Atlantic Area, 30 Oct 1941. In the chart house when the first torpedo struck and exploded aft near the fire room, he rendered invaluable service to his commanding officer in directing damage control measures and in making preparations to abandon ship. Hurled against a stanchion by the violent force of a second torpedo explosion, CAPT Smith despite serious injuries and shock—aided in sending personnel back to general quarters stations ready to open fire on the hostile submarine during the third attack from the starboard side 20 minutes after the first attack. CAPT Smith contributed to the success of *Salinas* in proceeding under her own power through heavy weather to port in Newfoundland.

★ Somerville, Ronald L., LT, USNR, Chillicothe, Mo.: As pilot of a dive bomber plane in BomRon Six attached to USS *Hancock*, LT Somerville participated in action against enemy Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers, he skillfully piloted his aircraft through intense antiaircraft fire both from the enemy warships in the harbor and the many gun emplacements on the shore to score a direct bomb hit on the cruiser assigned him as a target.

★ Thornton, Samuel T., LT, USNR, Fessenden, N. D.: As pilot of a dive bomber plane in BomRon Six, attached to USS *Hancock*, LT Thornton participated in action against enemy Japanese forces in Kure Harbor, Japan, 24 July 1945. During an attack on major units of the Japanese fleet, including battleships, aircraft carriers and cruisers, LT Thornton skillfully piloted his aircraft through intense antiaircraft fire from both the enemy warships in the harbor and the many gun emplacements on the shore to score a direct bomb hit on the battleship assigned him as a target.

★ Wendt, Edward R., Jr., LTJG, USNR, Detroit, Mich.: As pilot of a dive bomber plane in BomRon Six, attached to USS *Hancock*, LTJG (then ENS) Wendt participated in action against enemy Japanese forces at Yokosuka, Japan, 18 July 1945. During an attack on major units of the Japanese fleet, including a battleship, many destroyers and other warships, LTJG Wendt skillfully piloted his aircraft through intense antiaircraft fire from both the enemy warships in the harbor and the many gun emplacements on the shore to score a direct bomb hit on the battleship assigned him as a target.

★ Wieber, Carlos W., CAPT, USN, San Diego, Calif.: As commanding officer of the USS *Essex* in action against major units of the Japanese fleet during the initial phase of the Battle for Leyte Gulf, 24 Oct 1944. After the central force of enemy ships converging on Leyte was sighted south of Mindoro, CAPT Wieber immediately proceeded to a point off San Bernardino Strait from which an offensive strike could be launched. Then, skillfully handling his ship and air group, he directed an aerial attack which resulted in the infliction of heavy damage on the hostile battleship, *Musashi*, and contributed materially to its sinking.

★ Wilson, Rual S., MMC, USN, Norfolk, Va.: While serving on board USS *Salinas* in action against an enemy submarine in the Atlantic Area on 30 Oct 1941. When *Salinas* was torpedoed and severely damaged during an attack by a hostile submarine, Wilson volunteered to go below and assist in inspecting the condition of the engineering plant. Completing his inspection duties when the second torpedo struck, he rendered gallant service in securing overboard valves and ruptured lines which made it possible for the engineering department to be put in an operable condition and enabled *Salinas* to proceed under her own power through heavy weather to port in Newfoundland.



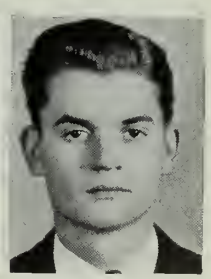
LTJG O'Rourke



LT Schlosser



LT Somerville



LTJG Wendt

BOOKS: CHARACTERS, LOCALES PRESENT WIDE VARIETY

MEXICO, England and Normandy, the U. S. midwest 100 years ago —these are some of the locales of this month's fiction. Bull-fighters, British soldiers, missionaries among the Indians—these are some of the characters.

But fiction isn't the month's entire literary diet, and the books reviewed here aren't the entire literary diet offered by your ship or station library. New books not reviewed here are distributed each month, and there are always the old ones, too, that you never have found time to read.

• *The Brave Bulls,* by Tom Lea; Little, Brown and Company.

U. S. citizens, it has been said, are people who cheer for the bull when they attend a bull-fight. That might seem an inference that spectators of other nationalities always hurl bravos at the bull-fighter. In Mexico it isn't that simple. At times they hurl tequila bottles, seat cushions and unthinkable insults. But then, if the man in the ring swallows his terror at last and proves himself a real *vaquero*, the crowd roars its approval.

This is a novel about a bull-fight. It begins when the promoter Eladio Gomez goes down to the cantina and talks about a bull-fight. It takes you to the home of Luis Bello, the Swordsman of Guerreras, who is to meet *los toros* on a Sunday afternoon in December. It takes you to the *corrida* and to the very tips of the bulls' sharp horns, and closer. . . .



BRAVERY, death, blood and lust are the elements of Tom Lea's violent, fast-moving book, *The Brave Bulls.*

It's a top-notch novel by a man who previously had gained renown as a painter and as a Marine Corps combat artist. Tom Lea has spent most of his life on the Mexican border and much time in Mexico itself. The book's dialogue would prove that, if nothing else did.

"The wind," Paco mentioned, looking out the balcony doors. "Have you noticed the filthy wind? It's blowing."

"It will stop," Pepe said. "It isn't allowed."

Unless you can read Spanish as well as you read English, you'll probably never read a book more revealing of the Latin American viewpoint.

★ ★ ★

• *The God-Seeker,* by Sinclair Lewis; Random House.

Aaron Gadd decided early in life that he would some day be a missionary. New England was settled and every town had its churches, but to the westward there was wilderness and heathenism to conquer.

In this novel, Aaron Gadd—fired by his conscience, torn by the demands of the flesh, stimulated by the spiritual urge of religious faith—plays a heroic part in the rugged drama of pioneer life. Moving among a host of memorable characters, he experiences moments of exultation and despair, of physical violence and spiritual calm, of romantic love and all that the term implies.

★ ★ ★

• *From the City, from the Plow,* by Alexander Baron; Ives Washburn, Inc.

Here is a book written by a British infantryman, about British infantrymen as he saw them during World War II. It has been a best seller in England and no one should be surprised to find it a best seller in America, too, before long.

It's the story of all the little men—and a few of the big men—who spent months in training in England, moved casually across the Channel and landed on the beaches of Normandy to fight and die or to fight and at last go home again.

It's the story of Charlie Venable, who "resigned" when he couldn't get leave—but came back again just before sailing time. It's the story of Dickie Crawford, one of the "doggie boys" who, through playing the racing hounds, could live better than Nancy Norman, the 5th Battalion's luxury-loving major.

It's the story of Lieutenant-Colonel Henry Pothecary, the battalion's beloved Old Man, and the story of Private Scannock from Liverpool who could stomp a man's head in without a hint of repentance. It's the story of little Alphie, the baby of the battalion, and his Floss. . . .

As one British reviewer said, "We have waited a long time for this war's *All Quiet on the Western Front.* Here it is."

★ ★ ★

• *Over the Reefs and Far Away,* by Robert Gibbings; E. P. Dutton and Company, Inc.

Did you ever dream of roaming in peace and freedom among the tropic isles far away?

If you did, but never got there, here is the next best thing—a book filled with the sounds, scents, sights—and human beings—of the South Seas.

There is obviously no intention in this book to spice up the South Seas to appeal to a reader seeking the sordid and shocking. Neither is there any effort to make it all sweetness and light. It's a non-fiction book about the South Sea islands as they appear through the eyes of a man who loves them.

★ ★ ★

• *City of the Bees,* by Frank S. Stuart; Whittlesey House.

A year in the life of a wild bee colony is covered in this unusual book. The insects are treated with a respect and a mysticism that transcends the human.

Here the reader is taken into the super-specialization of the hive's daily work. He meets the fanners, the nurses, the sentries, the drones, the baby-sitters, the queen with her guarded, imperial life. The story takes him along as the colony moves to another home. He meets the bees' many enemies—the badgers, wasps, robber bees, mice and birds.

Violence marks some passages, and humor, others. And there is the happy sight of the stingless, workless drone whose single assignment is the perpetuation of life. Almost unbelievable facts combined with poetic imagination make it a beautiful and exciting reading experience.

ARCTIC ORDEAL



2200 MILES ON FOOT to the nearest settlement they struggled, fighting an almost hopeless battle against sickness, ebbing strength, dwindling supplies and the terrifying expanse of Arctic ice.

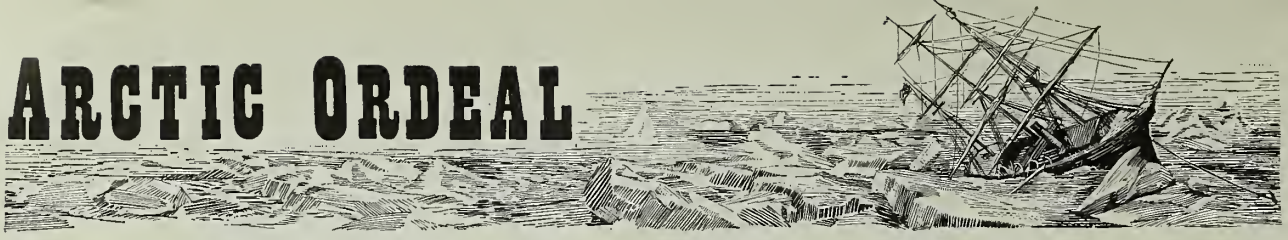
The year is 1881, two years after USS "Jeannette" had left San Francisco to carry the American Arctic Expedition through the Bering Strait bound for the Arctic Circle, a route which no explorer would attempt today.

Caught in the grip of an immense ice pack, they drifted helplessly for 21 months. Finally setting them free momentarily, the ice closed in again for the last time. Her bulkheads stove in, "Jeannette" disappeared beneath the icy waters. Stranded and without communication, "Jeannette's" 33 personnel struck out for the village of Bulun in Siberia, laboriously dragging their small boats for use in the brief spaces of open water.

Separated into three groups during a snowstorm, 13 out of 33 men reached Bulun.

What happened is told in three excerpts from the book "Our Lost Explorers," the narrative of the expedition as published in 1882. The navigator, captain, and engineering officer describe events.

ARCTIC ORDEAL



I. Lieutenant John Danenhower, USN
Navigator

I will now describe the supreme and final moments in the life of USS *Jeannette*. At this period of the cruise I was able to spend one hour on deck, three times a day, for exercise, the last relapse of my left eye having taken place a month previous. I went on deck at one o'clock in the afternoon—and saw the hunters start out. The day was clear and beautiful, there was a light wind from the northeast, and in some quarters of the horizon it was misty and very much as in the trade-wind regions of the Pacific. A large party was sent out to get seals and guillemots, if possible. My hour was up, but I still lingered on the quarter-deck, for the ice on the port side, some twenty-five yards distant, had commenced to move toward us, and I was fascinated by the dangers of the situation.

The captain was on deck, and immediately hoisted the hunters' recall, which was a big, black cylinder, at the main truck. They began to come in, one by one, and the last ones were Bartlett and Anequin, who were dragging a seal with them. At the time of their arrival the ice was in contact with the port side of the ship, and she was heeled about twelve degrees to starboard, with port bilges heavily pressed. The two hunters approached on the port side, passed their guns to me, and came up by a rope's end that I had thrown to them. The pressure on the ship was terrible, and we knew that she must either lift and be thrown up bodily upon the ice, or be crushed. During the whole cruise, provisions, tents, and boats with sleds were kept ready for immediate use, and at this time every step was taken for the impending catastrophe.

One watch went to supper at half-past five, and the officers had bread and tea in the cabin at six. I was on the sick list, with eyes bandaged, but told the doctor that I could get the charts and instruments together and be of assistance. He said he would ask the captain. Each officer kept his knapsack in his room, and most of us thought it was time to have them on deck, but we would not make the move until ordered for fear of attracting the attention of the crew, who were at work on provisions and boats. While I was taking tea, I saw Dunbar bring his knapsack up and put it in the cabin. Feeling that the moment had arrived, I went for mine, and at the head of the ladder on my return the doctor said to me:—'Dan, the order is to get knapsacks.'

It seems that he had stepped below and found water in the wardroom, which he reported to the captain, and the order was then given to abandon the ship. The national ensign was hoisted at the mizzen, and Captain DeLong was on the bridge directing the work.

Lieutenant Chipp was confined to his bed. I threw my knapsack over the starboard rail and returned for clothes, but on stepping into water, when half way down the wardroom ladder, I realized that the ship was filling rapidly. I was told to take charge of the medical stores, especially the liquor. The ship in this condition was like a broken basket, and only kept from sinking by the pressure of the ice, which at any moment might relax and let her go to the bottom.

The crew worked well, and Edward Star, seaman, especially distinguished himself. He was doing duty at the time as paymaster's yeoman, or 'Jack o' the Dust.' The order was given to get up more Remington ammunition, and he went into the magazine when the ship was filling rapidly and succeeded in getting two cases out. This man was in Lieutenant Chipp's boat afterward.

When the order was given to abandon ship, her hold was full of water, and as she was heeling twenty-three degrees to starboard, at the time the water was on the lower side of the spar deck. We had a large quantity of provisions on the ice about a hundred yards from the ship, but Mr. Dunbar, who was alive to the occasion, advised the shifting of these to an adjacent and more favorable floe-piece. It took us till eleven p.m. to effect the removal. We also had three boats—namely, the first cutter, second cutter and the whale-boat. As soon as Dr. Ambler had looked out for Chipp, he relieved me at my post, and I went to work with No. 3 sled party, which I had been detailed previously to command. The order was given to camp and get coffee, so we pitched our tent abreast of the whale-boat, and I set about fitting out for the retreat.

While waiting for coffee I walked over to the ship to take a final look at her, and found the captain, Boatswain Coles and Carpenter Sweetman on the port side looking at her under-water body, which was hove well out of water. I observed that the ship's side between the foremast and smokestack had been buckled in by the pressure, and that the second whale-boat was hanging at the davits, and also that the steam-cutter was lying on the ice near by.

We three returned to the camp together, having to jump across numerous wide cracks and from piece to piece, and soon after the watch was set and the order given to turn in. Most of us obeyed the order promptly, and were just getting into our bags when we heard a crack, and a cry from some one in the captain's tent. The ice had cracked immediately under the captain's tent, and Erickson would have gone into the water but for the mackintosh blanket in which he and the others were lying—the weight of the others at the ends keeping the middle of it from falling through. The order was immediately given to shift to another floe-piece which Dunbar selected for us. This was about three hundred yards from the untenable ship. After about two hours' work we succeeded in shifting all our goods and our three boats to it. We then turned in.

About four o'clock I was awakened by Seaman Kuehne calling his relief, Fireman Bartlett, who was in our tent. Kuehne called to Bartlett that the ship was sinking, and the latter jumped to the tent door and saw the spars of *Jeannette* after the hull was below the surface. We heard the crash, but those were the only two men who saw the vessel disappear. It was said that the ice first closed upon her, then relaxing allowing the wreck to sink; the yards caught across the ice and broke off, but being held by the

lifts and braces were carried down; depth, thirty-eight fathoms, as I remember.

The next morning the captain and others visited the spot, and found only one cabin chair and a few pieces of wood—all that remained of our old and good friend, *Jeannette,* which for many months had endured the embrace of the Arctic monster.

II. Lieutenant George DeLong, USN
Commanding Officer

(Editor's note—The three small boats carrying the men across the open water soon separated. The following diary of the captain tells what happened after his party of 14 men set out on foot over the ice after leaving their boat. The time is four months after Jeannette *sunk.)*

Saturday, 1 Oct 1881—111th day and a new month—Called all hands as soon as the cook announced boiling water, and at 6:45 had our breakfast, half a pound of deer-meat and tea. Sent Nindermann and Alexai to examine the main river, other men to collect wood. The doctor resumed cutting away poor Erickson's toes this morning. No doubt it will have to continue until his feet are gone, unless death ensues or we get to some settlement. Only one toe left now. Nindermann and Alexai were seen to have crossed, and I immediately sent men to carry our load over.

At 8:30 made the final trip and got our sick man over in safety. From there we proceeded until 11:20, dragging our man in the sled. Halted for dinner—half pound of meat and tea. At one, went ahead again until 5:05.

Sunday, 2 October—I think we all slept fairly well until midnight, but from that time forward it was so cold and uncomfortable that sleep was out of the question. At 4:30 we were all out and in front of the fire, daylight just appearing. Erickson kept talking in his sleep all night, and effectually kept those awake who were not already awakened by the cold. Breakfast at five—half pound of meat and tea. Bright, cloudless day, light northern airs. At seven went ahead, following the frozen water whenever we could find it.

Two miles an hour distance make good 10 to 12 miles a day, and where are we? I think it is the beginning of the Lena River at last. Sagaster has been to us a myth. We saw two old huts at a distance, and this was all; but they were out of our road and the day not half gone. Kept on the ice all the way, and therefore think we were over water; but the stream was so narrow and so crooked that it never could have been a navigable stream. My chart is simply useless. I must go plodding to the southward, trusting in God to guide me to some settlement, for I have long since realized that we are powerless to help ourselves. A bright, calm, beautiful day brought sunshine to cheer us up. An icy road, and one day's rations yet. Boats frozen, of course, and hauled up. No hut in sight, and we halt on a bluff to spend a cold and comfortless night. Supper—half pound meat and tea. Built a rousing fire. Built a log bed. Set a watch, two hours each, to keep fire going and get supper. Then we stood by for a second cold and wretched night. There was so much wind we had to put up tent halves for a screen and sit shivering in our half blankets.

Monday, 3 October—It was so fearfully cold and wretched that I served out tea to all hands, and on this we managed to struggle along until 5 a.m. when we ate our last deer meat and had more tea. Our morning food now consists of four-fourteenths of a pound of pemmican each and a half starved dog. May God again incline to our aid! How much further we have to go before making a shelter or settlement, He only knows.

A man's track was seen in the snow, bound south, and we followed it until it crossed the river to the west bank again. Here we were obliged to go back in our tracks, for the river was open in places and we could not follow the man's track direct. Another of the dozen shoals that infest the river swung us off to the eastward, too, and I hastened to get on the west bank again, reaching there at ten minutes to 12 for dinner—our last four-fourteenths of a pound of pemmican.

At 40 minutes past one got under way again and made a long spurt until 20 minutes past two. While at the other side of the river, Alexai said he saw a hut. Under our circumstances my desire was to get to it as speedily as possible.

Away we went, Nindermann and Alexai leading and had progressed about a mile when—splash!—in I went through the ice up to my shoulders before my knapsack brought me up. While I was crawling out, in went Gortz to his neck about 50 yards behind me and behind him, in went Collins to his waist. Here was a time. The moment we came out of the water we were one sheet of ice, and danger of frostbite was imminent. Along we hobbled, however, until we reached about the point on which the hut was seen.

But no sooner were we well up than Nindermann shouted, "There is no hut here."

To my dismay and alarm, nothing but a large mound of earth was to be seen, which, from its regular shape and singular position, would seem to have been built artificially for a beacon. So sure was Nindermann that it was a hut that he went all round it looking for a door, and then climbed on top to look for a hole in the roof. But of no avail. It was nothing but a mound of earth. Sick at heart, I ordered a camp to be made in a hole in the bluff face, and soon before a roaring fire we were drying and burning our clothes, while the cold wind ate into our backs.

And now for supper nothing remained but the dog. I therefore ordered him killed and dressed by Iverson, and soon after a stew was made of such parts as could not be carried, of which everybody except the doctor and myself eagerly partook. To us it was a nauseating mess, and—but why go on with such a disagreeable subject.

Tuesday, 4 October—At the first approach of day we all began to move around and the cook was set to work making tea. The doctor now made the unpleasant discovery that Erickson had got his gloves off during the night and that now his hands were frozen. Men were at once set to work rubbing them, and by 6 a.m. had so far restored circulation as to risk moving the man. Each one had hastily swallowed a cup of tea and got his load in readiness. Erickson was quite unconscious, and we lashed him on the sled. A southwest gale was blowing and the cold was intense, but at 6 a.m. we started, made a forced march of it, and at 8 a.m. had got the sick man and ourselves, thank God, under cover of a hut large enough to hold us. Here we at once made a fire and for the first time since Saturday morning last got warm.

The doctor at once examined Erickson and found him very low and feeble. He was quite unconscious and under the shock of last night's exposure was sinking very fast. At 10 a.m. Alexai went off to hunt but returned at

ARCTIC ORDEAL (CONT.)

noon wet, having broken through the ice and fallen in the river. At 6 p.m. we roused up, and I considered it necessary to think of some food for my party. Half a pound of dog meat was fried for each person, and a cup of tea given, and that constituted our day's food. But we were so grateful that we were not exposed to the merciless southwest gale that tore around us, that we did not mind short rations.

Wednesday, 5 October—The cook commences at 7:30 to get tea made from yesterday's tea leaves. Nothing to serve out until evening. Half a pound of dog meat per day is our food until some relief is afforded us. Alexai went off hunting again at nine, and I set the men gathering light sticks enough to make a flooring for the house; for the frozen ground thawing under everybody kept them damp and wet and robbed them of much sleep. Mortification has set in in Erickson's leg and he is sinking. Amputation would be of no use, as he would probably die under the operation. He is partially conscious. At 12, Alexai came back, having seen nothing.

Thursday, 6 October—Called all hands at 7:30. Had a cup of third-hand tea, with half an ounce of alcohol in it. Everybody very weak. Gale moderating somewhat. Sent Alexai out to hunt. Shall start Nindermann and Noros at noon to make the forced march to Kumak Surka, which I take to be a settlement.

At 8:45 our messmate Erickson departed this life. Addressed a few words of cheer and comfort to the men. Alexai came back empty-handed—too much drifting snow. What in God's name is going to become of us? Fourteen pounds of dog meat left and 25 miles to a possible settlement.

As to burying Erickson, I cannot dig a grave, for the ground is frozen and we have nothing to dig with. There is nothing to do but bury him in the river. Sewed him up in the flaps of the tent and covered him with my flag. Got 10 men ready, and with half an ounce of alcohol to furnish momentary strength in our bodies, we will try to make out to bury him, but we are all so weak I do not see how we are going to travel. At 12:40 read the burial service and carried our departed shipmate to the river, where a hole having been cut in the ice, he was buried, three volleys from our Remingtons being fired over him as a funeral honor. A board was prepared with this cut in it—

In memory of H. H. Erickson, October 6, 1881. USS Jeannette. And this will be stuck in the river bank almost over his grave.

His clothing is divided among his messmates. Iverson has his Bible and a lock of his hair. Supper at 5 p.m., half a pound of dog meat and tea.

Friday, 7 October—Breakfast consisting of our last half pound of dog meat and tea. Our last grain of tea was put in the kettle this morning, and we are now about to undertake our journey of 25 miles with some old tea leaves and two quarts of alcohol. However, I trust in God and I believe that He who has fed us thus far will not suffer us to die of want now. Commenced preparation for departure at 7:10.

Under way by 8:30 and proceeded until 11:20, by which time we had made about three miles. Here we were all pretty well done up, and seemed to be wandering in a labyrinth. A large lump of wood swept in by an eddy seemed to be a likely place to get hot water, and I halted the party for dinner—one ounce of alcohol in a pot of tea. Then went ahead and soon struck what seemed like the main river again. Here four of us broke through the ice in trying to cross and, fearing frostbite, I had a fire built on the west bank to dry us up. Sent Alexai off, meanwhile, to look for food, directing him not to go far or stay long; but at 1:30 he had not returned nor was he in sight. At 5:30 Alexai returned with one ptarmigan, of which we made soup and with half an ounce of alcohol had our supper. Then crawled under our blankets for a sleep.

Saturday, 8 October—Called all hands at half past five. Breakfast, one ounce of alcohol in a pint of hot water. (Doctor's Note—Alcohol proves of great advantage. Keeps off craving for food, preventing gnawing at stomach and has kept up the strength of the men as given at three ounces per day.)

Went ahead until half-past ten. One ounce alcohol. Struck Big River at 11:30. Ahead again. Snow banks. Met small river, have to turn back. Halt at five; only made advance one mile more. Hard luck. Snow. South-southwest wind, cold. Camp. But little wood. Half an ounce of alcohol.

Sunday, 9 October—All hands at 4:30. One ounce of alcohol. Read divine service. Sent Nindermann and Noros ahead for relief. They carry their blankets, one rifle, 40 rounds of ammunition and two ounces of alcohol. Orders to keep to the west bank until they reach a settlement. They started at seven. Cheered them. Under way at eight. Crossed the creek. Broke through the ice. All wet up to knees. Stopped and built fires. Dried clothes. Under way again at 10:30. Lee breaking down. At one struck river bank. Halt for dinner; one ounce alcohol. Alexai shot three ptarmigan. Made soup. We are following Nindermann's track, although he is long since out of sight. Under way at 3:30. High bluff. Ice moving rapidly to northward in the river. Halt at 4:40 on coming to wood. Find canal boat. Lay our heads in it and go to sleep. Half ounce alcohol, supper.

Monday, 10 October—Last half ounce of alcohol at 5:30. At 6:30 sent Alexai off to look for ptarmigan. Eat deer skin scraps. Yesterday morning ate my deerskin foot nips. Light southeast wind. Air not very cold. Under way at eight. In crossing creek three of us got wet. Built fire and dried out. Ahead again until 11; used up. Built fire; made a drink out of the tea leaves from alcohol bottle. On again at noon. Fresh south-southwest wind. Drifting snow. Very hard going. Lee begging to be left. Some little beach and then long stretches of high bank. Ptarmigan tracks plentiful. Following Nindermann's track. At three halted, used up. Crawled into a hole in the bank. Collected wood and built a fire. Alexai away in quest of game. Nothing for supper except a spoonful of glycerine. All hands weak and feeble, but cheerful. God help us.

Tuesday, 11 October—Southwest gale, with snow. Unable to move. No game. Teaspoonful of glycerine and hot water for food. No more wood in our vicinity.

Wednesday, 12 October—Breakfast, last spoonful of glycerine and hot water. For dinner, we had a couple of handsful of Arctic willow in a pot of water, and drank the infusion. Everybody getting weaker and weaker. Hardly strength to get firewood. Southwest gale, snow.

Thursday, 13 October—Willow tea. Strong south-

west winds. No news from Nindermann. We are in the hands of God, and unless He relents we are lost.

We cannot move against the wind, and staying here means starvation. After noon went ahead for a mile, crossing either one river or a wind in the big one. After crossing missed Lee. Went down in a hole in the bank and camped. Sent back for Lee. He had laid down and was waiting to die. All united in saying the Lord's Prayer and Creed. After supper strong gale of wind. Horrible night.

Friday, 14 October—Breakfast, willow tea. Dinner, half tea, spoonful sweet oil and willow tea. Alexai shot one ptarmigan. Had soup. Southwest wind moderating.

Saturday, 15 October—Breakfast, willow tea and two old boots. Conclude to move at sunrise.

Alexai broken down, also Lee. Came to an empty grain raft. Halt and camp. Signs of smoke at twilight to southward.

Sunday, 16 October—Alexai broken down. Divine service.

Monday, 17 October—Alexai dying. Doctor baptised him. Read prayers for sick. Collins' birthday, 40 years old.

About sunset, Alexai died. Exhaustion from starvation. Covered him with ensign and laid him in the crib.

Tuesday, 18 October—Calm and mild. Snow falling. Buried Alexai in the afternoon. Laid him on the ice of the river and covered him over with slabs of ice.

Wednesday, 19 October—Cutting up tent to make foot gear. Doctor went ahead to find new camp. Shifted by dark.

Thursday, 20 October—Bright and sunny, but very cold. Lee and Kaack done up.

Friday, 21 October—Kaack was found dead about midnight between the doctor and myself. Lee died about noon. Read prayers for sick when we found he was going.

Saturday, 22 October—Too weak to carry the bodies of Lee and Kaack out on the ice. The doctor, Collins and myself carried them around the corner out of sight. Then my eye closed.

Sunday, 23 October—Everybody pretty weak. Slept or rested today, and then managed to get enough wood in before dark. Read part of divine service. Suffering in our feet. No foot gear.

Monday, 24 October—A hard night.

Tuesday, 25 October—

Wednesday, 26 October—

Thursday, 27 October—Iverson broke down.

Friday, 28 October—Iverson died during early morning.

Saturday, 29 October—Dressler died during the night.

Sunday, 30 October—Boyd and Gortz died during the night. Collins dying.

III. Chief Engineer George Melville, USN
Engineering Officer

(Editor's note—The second boat, carrying the executive officer and eight men, presumably went down in a gale, for it never was heard from. The third party, with Danenhower, Melville and nine others, reached safety at Bulun. Noros and Nindermann, who had been sent off for help by Lieutenant DeLong, also straggled in to provide the information on which Melville commenced the following search mission several months later.)

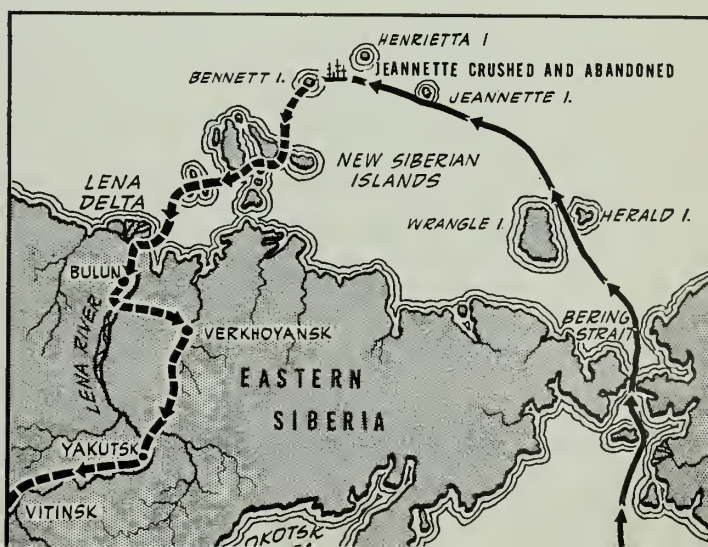
I have the honor of informing you of my successful search for the party of Lieutenant DeLong, with its books, records, &c., &c. After several unsuccessful attemps to follow DeLong's track from the northward, I tried the retracing of Nindermann's track from the southward; and after visiting every point of land projecting into the great bay at the junction of the Lena branches, from Mot Vai, around from the west, to a point bearing E.N.E., and forming one of the banks of the River Kugoasastak, on ascending the bank, I found where a large fire had been made, and Nindermann recognized it as the river down which he came. I turned the point to go north, and about one thousand yards from the point I noticed the points of four poles lashed together and projecting two feet out of the snow drift, under the bank. I dropped from the sled, and on going up to the poles saw the muzzle of a Remington rifle standing eight inches out of the snow, and the gun strap hitched over the poles.

I set the natives digging out the bank, and Nindermann and myself commenced to search the bank and high ground. I walked south, Nindermann walking north. I had gone about five hundred yards, when I saw the camp kettle standing out of the snow and, close by, three bodies partially buried in the snow. I examined them, and found them to be Lieutenant DeLong, Dr. Ambler, and Ah Sam, the cook.

I found DeLong's note book alongside of him, a copy of which please find enclosed, dating from October 1st, when at Usterda, until the end. Under the poles were found the books, records, &c., and two men. The rest of the people lie between the place where DeLong was found and the wreck of a flat-boat, a distance of 500 yards.

Here, under about a foot of snow, we found the bodies of DeLong and Ambler about three feet apart, and Ah Sam lying at their feet, all partially covered by pieces of tent and a few pieces of blanket. All the others except Alexai were found at the place where the tent was pitched. Lee and Kaack were close by in a cleft in the bank toward the west. Two boxes of records, with the medicine chest and a flag on a staff, were beside the tent.

None of the dead had boots. Their feet were covered with rags, tied on. In the pockets of all were pieces of burnt skin and of the clothing which they had been eating. The hands of all were more or less burned, and it looked as if when dying they had crawled into the fire, Boyd lying over the fire and his clothing being burned through to the skin, which was not burned. Collins' face was covered with a cloth.



TAFFRAIL TALK

SOMETHING similar to a chain reaction sets in when an item in this column strikes a responsive chord among its readers. We're still hearing about two or three items which appeared before the turn of the year, which phenomena if continued might drive an editorial staff en masse to self-consciousness.

Always somebody has a better tale. Last month we had an item about a U. S. sailor, a native Filipino, who lived at home with his family for three years while the Japs occupied his homeland. This month we hear of two Japs hiding out in Iwo Jima caves for more than four years, an improvement in reverse on our story.

"Both boys were in fine shape," says Eloise Engle of the Guam *News* after talking to them. "We were struck immediately by their fine teeth and clear complexions."

They were the last survivors of a Nip machine gun unit, and although they were convinced the war was over after seeing pic-



tures in pilfered copies of *Stars and Stripes*, they continued to hide out through fear of being bumped off upon surrendering.

"Only at night when provisions got low did they venture out to the dumps for more supplies. They learned to cut each other's hair with scrounged shears . . . shaved with castoff blades, smoked cigarette butts and read, or rather looked at, pictures in old magazines and newspapers by the light of a foraged lantern.

"When their own uniforms wore out and literally got lousy, they wandered into the local gymnasium and boondocked fatigues which they then cut down to size. . . . They actually became ill only once when they picked up some fresh mackerel that later proved to be not so fresh. Yamakage (age 24) used to have headaches which were eased by aspirin found in the dumps. His eight shrapnel wounds in the head and back cleared up nicely with no medication.

"Even while living in their caves they began to form new ideas about America, for they said that when they scavengered around Iwo dumps and found so many discarded treasures such as clothes, shoes, food, beer and so forth, they began to think: 'America must be the number one country of the world to be able to throw away all those luxuries. . . .'"

So they surrendered.

★ ★ ★

About three times as many pictures as are used are received each month, and the reason some of them cannot be printed is that they arrive in battered, bent or cracked conditions. Always send them in with a stiff cardboard backing.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where specal circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: One of the Navy's most unusual units is the Fita Fita Band, at U. S. Naval Station, Pago Pago, Tutuila, American Samoa.—*All Hands* photo by F. L. Connaughton, HMC, USN.



BAREFOOT
BAND

YOUR OWN COPY

SUBSCRIPTIONS FOR PERSONAL COPIES OF ALL HANDS MAGAZINE ARE AVAILABLE



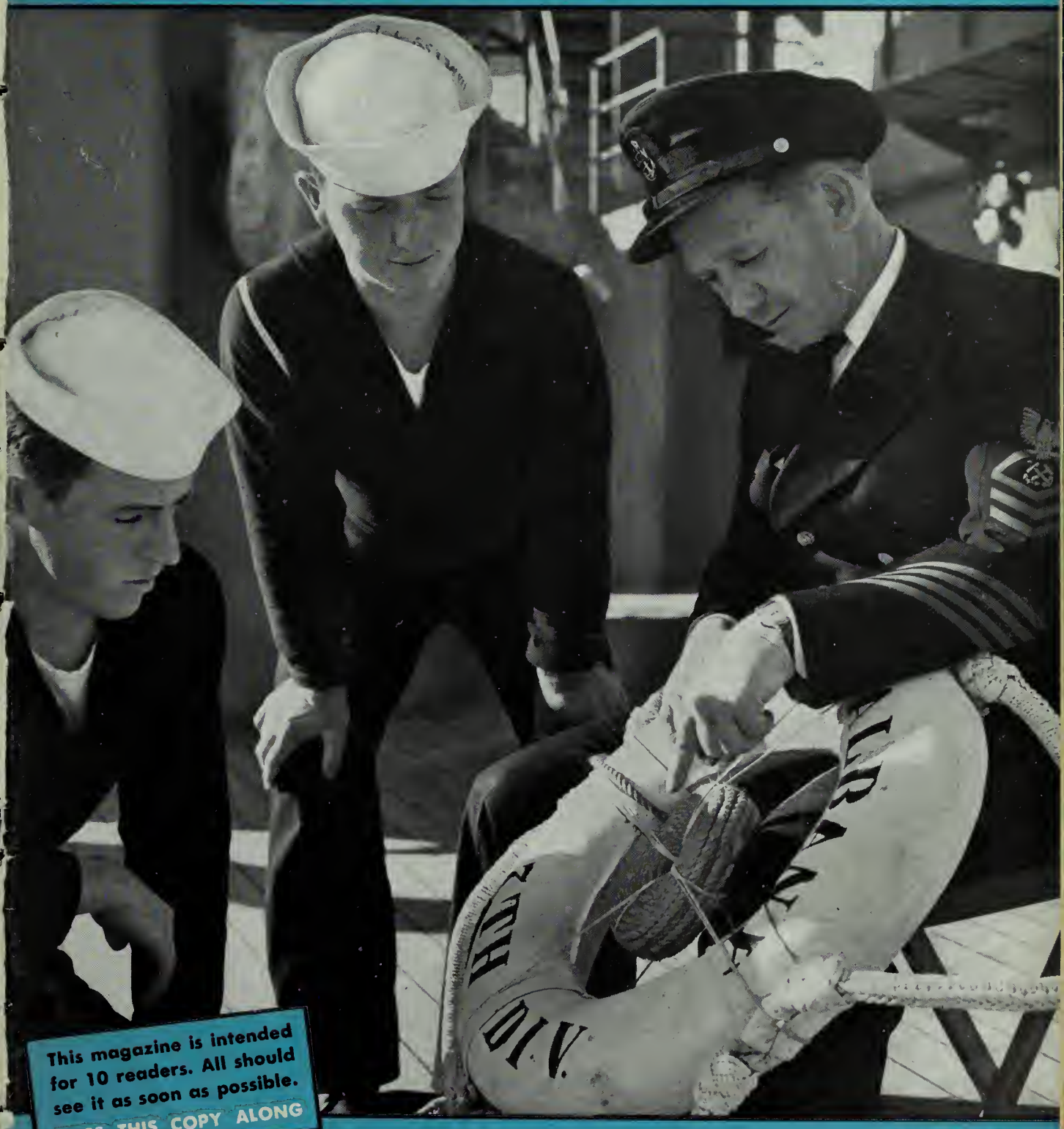
HERE'S HOW - -

Send check or money order for $2.00 for one year's subscription—12 issues—to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Check or money order should be made payable to the Superintendent of Documents.

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

MAY 1949





TUNISIAN GUNSET

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1949 Navpers-O NUMBER 387

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

	Page
The Navy Carries the Mail	2
Passenger's Account of Ride on Giant Plane	5
1949 All-Navy All-Star Basketball Team	6
Navy Sports Roundup	8
Newspaper Does Good Job at Passing the Word	12
The Word	14
Legislative Roundup	16
Merchant Marine Reserve: Sea-Going Outfit	18
Salt-Soaked Saga of Anchors	22
Peacetime Battle Against Tropical Diseases	24
Letters to the Editor	26
Navy Laboratory Has a Lot of Snap	30
Today's Navy	32
Servicescope: News of Other Armed Services	40
Bulletin Board	42
Information Activities Centralized	44
Word on State Bonuses	46
Enlisted Men as Court Members	49
Unfavorable Conduct Brings Discredit	50
Allotments for Dependents	52
Directives in Brief	54
Decorations and Citations	56
Books: History Featured	58
Book Supplement: *Man O' War Diary*	59
Taffrail Talk	64

• FRONT COVER: On board USS *Albany* (CA 123), Chief Boatswain's Mate W. J. Gorcyca explains a life ring—how it is made and its uses—to M. M. Fisher, SA, and T. L. Harless, SA.

• AT LEFT: A gun of USS *George K. MacKenzie* (DD 836) frames this excellent photograph taken at Sfax, Tunisia. An unidentified cruiser is in the distance.—*All Hands* photo by LTJG J. J. Cecchini, USN.

CREDITS: All photographs published in *All Hands* are official U. S. Navy photos unless otherwise designated: p. 18, lower right, U. S. Merchant Marine Academy; p. 18, lower left, and p. 19, U. S. Maritime Commission; p. 20, top, Joe Costa, *N. Y. Daily News*; p. 32, lower left, *Seattle Post-Intelligencer*; p. 39, top left, Associated Press.

THE NAVY CARRIES



MAIL CLERK distributes letters and packages. Through a careful selection of personnel, an excellent mail-handling record has been maintained.

IF THERE exists an announcement which, made over a ship's public address system, can pleasantly electrify the crew, it is this one:

"Now, hear this: All division mail POs lay down to the post office and pick up mail."

Anyone who has been aboard ship more than a few hours knows what happens when that word is heard. The division mail PO, whoever he is, is hustled off toward the post office instantly. Work or play—whichever has been in progress—continues in a half-hearted manner or ceases completely. Everyone's eyes and ears are attuned to catch the first hint of the mail's arrival in the division shop or compartment.

Then it's *Boone! Norwood! Liebman!*

"Why don't you pay your bills, Norwood!"

Hinds! Powell! Boone! Boone!

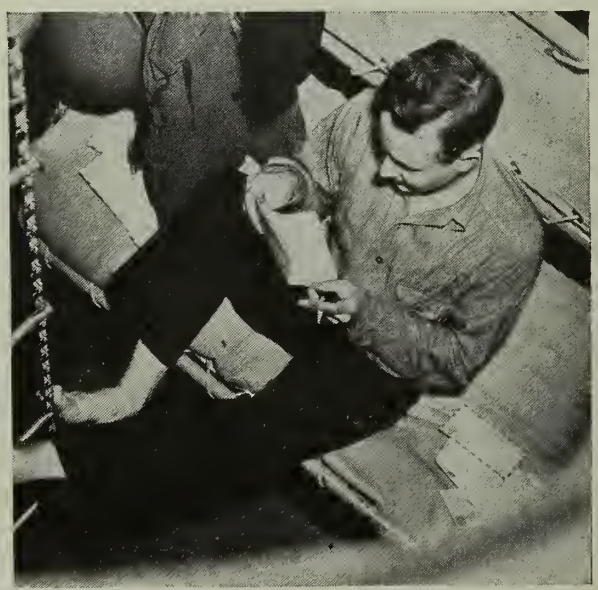
"Boy, you really hit the jackpot today, eh, Boone?"

So it goes, until the mail PO is left empty-handed except for the letters he may have received himself. Then, if any one man's morale is not quite as high as that of the others, it is the morale of the man who failed to receive a letter. Still, if he possesses normally elastic spirits, he glances at his watch and estimates the time until mail is due again and his momentary depression vanishes. He knows that unless the ship is to be actually underway, letters will be distributed again within hours. Even if the ship is to be under way, it won't be many days till mail call is heard once more.

During World War II, mail was considered second only to food and ammunition in morale value. Today it is second only to food in importance to most sailors, and some would leave a turkey dinner, if necessary, to read a letter from home—even if it meant consigning the meal to the garbage grinder.

Today approximately 800 sailors serve as mailmen, most of whom are telemen or teleman strikers. There are 314 post offices aboard ship, 44 land-based post offices and six "mobile commands" which serve as movable post offices ashore overseas. In addition, the Navy has two postal locator units—one at San Francisco and the other in New York City. Postal locator units are the activities that go into action when you address a letter to a ship overseas, putting "c/o FPO, San Francisco or c/o





MAIL CALL, in peace and war, afloat or ashore, has proved itself one of the big reasons that Navy morale stays high.

THE MAIL

FPO, New York City" on the envelope. Each of the two units is manned by 10 enlisted men and two officers.

Some 200 operating Navy ships do not have post offices aboard. Many of them would have, if there were a greater number of TEs in the Navy, qualified in postal duties. Two schools for teaching post office procedures are now functioning, one of which is in San Diego and the other in Norfolk. Also, a move is afoot to have a new rate of "postal clerk" established in the Navy. PCs would be men qualified solely for postal work, filling a definite need in the Navy and relieving TEs of the requirement for learning that profession.

Prior to World War II, the Navy's mailmen were often yeomen, but were sometimes gunner's mates, pharmacist's mates or men of other rates. Detailed as Navy mail clerks, these men sorted and distributed the mail, sold stamps and performed the other duties of a small-town postmaster. Compared to the huge postal establishment built up in the wartime Navy, the prewar one was not impressive.

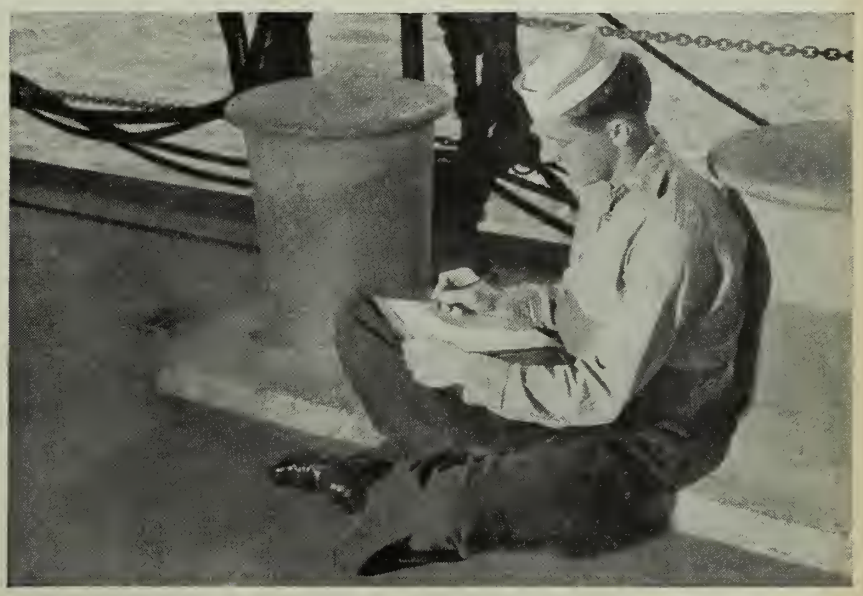
By 31 May 1945, a total of 4,725 post offices existed in the Navy—3,411 of them afloat and 1,314 ashore. At the Fleet Post Office, San Francisco, 3,500 sailors and Waves—all trained civilian postal personnel or graduates of Navy postal schools—labored to keep the mail moving to the Pacific. A comparable crew worked in the New York Fleet Post Office, and another at the FPO in Chicago. In operations all over the world, landing ships served as floating central post offices, sometimes with as many as 250 mailmen on board a single LST to rush the letters into the hands of addressees.

Islands strung across the Pacific served as relay points as the Navy moved westward. Pearl Harbor was the duty station of the Pacific Fleet postal officer, an experienced postal inspector who strove to find trained personnel and to build new facilities as lines extended toward Japan. For a time 20,000 pounds of air mail left Guam every morning in six Marine Transport Air Group planes for Ulithi. Because of the danger involved in remaining on Ulithi, the same planes returned the same day, bringing state-bound mail from ships in the forward area. Fleet oilers going out from Ulithi to fuel ships at sea would take along mail to be delivered whenever rendezvous was made.



WARTIME use of V-mail enabled Navy mailmen to operate a record-breaking 'pony express' system and pass the word from home swiftly and smoothly.

As other islands were taken, the same procedure was employed with them. Guam, however, remained the hub of Pacific mail activities throughout the latter part of the war. Four NATS planes a day shuttled between there and Pearl Harbor. As many as 10 flights a day, each way, were made between Guam and Tokyo at the height of the traffic load. Guam-based routes fanned out to Manila, Shanghai and Okinawa. Others, called "local flights," went to Kwajalein, Peleliu, Saipan and Tinian. As much as 300,000 pounds of parcel post was flown out of Guam in a single month. Three million dollars' worth of stamps and cash for postal



LETTERWRITING is always a two-way deal and Navy men know that letters will reach their destinations quickly no matter where their ship may be.



LUCKY R. C. Atterberey, HM2, and his family, the first to be assigned one of the new homes, sit ensconced in their comfortable living room.

Navy Opens Permanent Housing Project on Guam

Twenty-two units of a permanent naval housing project on Guam were opened for occupancy in a brief ceremony during which keys to four of the homes were presented to the prospective householders. The remainder of the 150-unit project is scheduled for completion this year.

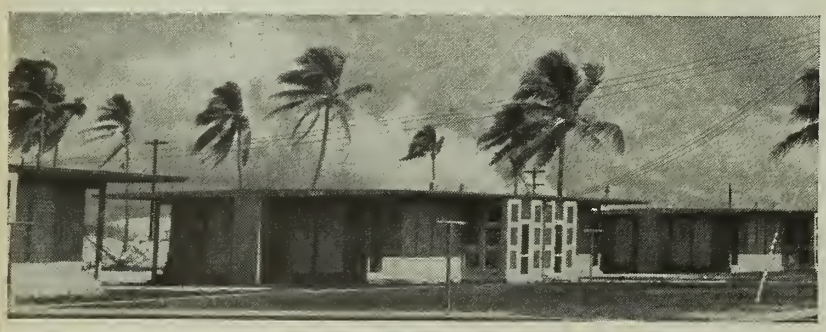
The four Navymen who received keys to the first four dwellings are R. C. Attebury, Jr., HM2; T. C. Luckey, ME1; T. A. Abell, BMC; and K. L. Larson, PN1.

One-story duplex buildings make up the project. The structures are fabricated of pre-cast concrete and are specially designed for comfortable tropical living. Wide eaves afford shade during the warmest part of the day, and novel louvred windows provide abundant ventilation without sun glare.

Interiors of the apartments are finished in a variety of pastel colors. They are arranged to provide a kitchen, two bedrooms, a combination living room and dinette, bath and a combination utility room and porch in each half of each building. Furniture is of a type which is harmonious to Guam's latitude, consisting mainly of rattan and chromium items. Heavy rattan floor mats comprise the rugs. Closet space is generous, and "hot lockers" are provided for stowage of clothing which might otherwise be damaged by mildew.

Kitchens are equipped with an electric range and electric refrigerator. There are double sinks with an extended drainboard above and below which are aluminum cabinets. The combination porch and utility room includes a permanent laundry tub and a hot water heater.

At the presentation of the first four keys, all 22 completed units were opened for immediate use.



MODERN duplex buildings are specially designed for tropical living.

purposes was kept on hand at the Naval Supply Depot in Guam at all times.

But, while the "biggest" and "best" and "most outstanding"—with their impressive facts and figures—make the most interesting reading, it was (and is) the individual Navy mailman who deserves most of the credit. These men were—and are—taught that mail is sacred and that other peoples' mail is untouchable except strictly in the line of duty. Men who have had previous postal experience are in great demand in the Navy, but without a sufficient number of them the Navy must often assign relatively inexperienced men to that work. During the war, postal schools were operated at Norfolk, Va., San Diego, Calif., and Sampson, N.Y., but at the present time the aspirant for a Navy post office job must learn the trade on his own initiative if he doesn't already know it.

Men to be selected for postal duties must have a clean record and be among the best-educated enlisted men available. Their designation must be approved by the Bureau of Naval Personnel and the Post Office Department. Through careful selection and indoctrination, the Navy has maintained a splendid record of honesty in its mail-handling personnel.

The huge tasks performed by the Navy's postal people during the early 1940s are over now, but with reduced help, those remaining still have a man-size job to carry out. Credit is due, too, to the postal locator units that get your letters on their way to you no matter where your ship may be. And don't fail to give a nod of thanks to the headquarters of Navy Postal Affairs located at the U. S. Naval Communication Station near Washington, D.C.

Today, all Navy mail within the U. S. travels by the normal commercial routes and even overseas airmail flies in commercial planes. But the Navy still has an important hand in it, as your ship's mailman will assure you. In case of necessity, the Navy is prepared to operate á record-breaking pony express again to keep "mail call" sounding at frequent intervals under all circumstances. Along with their food and ammunition, Boone, Norwood, Liebman, Hinds, Powell and all their shipmates will get their letters, come what may. American sailors can't be convinced that "no news" is good news. They'll take their news when they can get it. and they get it often.

Passenger on Giant Plane Finds It's Like a Small Surface Craft

Editor's Note: An ALL HANDS *staff writer was a passenger on the Navy's* Constitution, *largest commercial-type airplane in the world, from Washington, D.C., to San Francisco, Calif. Here is an account of the trip.*

A total of 14,000 horsepower produced by *Constitution's* four engines lifted the 92-ton giant skyward. The plane's crew settled into the routine of regular flight in much the same manner as a ship's crew secures from special sea detail and settles down to under-way operations.

Passengers on the big plane relaxed in the 95 reclining airfoam seats located on the upper deck. Over the loudspeakers came a female voice, "Passengers may unfasten safety belts and smoke if they desire. You may also walk around." Later as the plane progressed westward, a running commentary was given on scenery passed over and information on flight conditions.

Sailors on the plane settled back in the comfortable seats, lit up cigarettes and drank coffee supplied by two pretty Wave flight orderlies. The sound of soft music came over the loudspeaker system. Although flying at 20,000 feet it was perfectly comfortable inside the plane's pressurized cabin, which is automatically kept at normal air pressure and temperature.

Other passengers wandered up and down the spiral stairways leading to the lower deck, or poked inquisitive heads into the galley and washroom, which is as large as that of a railroad passenger car. Some inspected the model of the first *Constitution* mounted on the bulkhead. The beautiful scale model of the famed man o' war was presented to the Navy by movie actor Robert Montgomery.

Up forward Commander William Collins, USN, captain of the plane, moved around the "bridge" inspecting the navigation charts, the vast panel of dials and flashing lights the flight engineer was seated before, and conferring with the two co-pilots at the "wheel." *Constitution* has three pilots in addition to her skipper. "In many respects this plane is like a small surface vessel," said Commander Collins. "The captain must be free to move around the plane to inspect the work being accomplished by all members of the crew."

Pilots of the big ship expressed pleasure at the ease with which it handled. "She flies just like an over-grown fighter," said Lieutenant Commander L. R. Burnett, USN.

Crew members of *Constitution* say some aspects of duty aboard her are wonderful while others are not. "Maintenance and engine checks are tough because the regular stands for working on engines are too low and you sometimes have to hang practically by one hand and work with the other," said the crew chief.

Personnel for *Constitution's* crew are assigned to VR 44. Wave flight orderlies Delores Shinall Walk, YN1, USN, and Louise Shaull, AA, USN, are members of a group of 23 "flying Waves" assigned to the squadron. This group of Waves alternate between trips on Navy transport planes and performing other ground duties. "I never thought I'd be a hostess on the biggest land plane in the world when I joined the Navy," said Wave Shaull, who graduated from recruit training only a few weeks before. Biggest job of the flight orderlies is checking passengers on board, serving two hot meals while under way and refreshments to passengers.

On coast-to-coast flights *Constitution* usually does not follow the regular airline routes, but climbs four miles above the earth and flies the great circle course. Normally the San Francisco to Washington trip is non-stop.

Currently the *Constitution* is making coast-to-coast runs on a non-scheduled basis. It will take many months of such flights for a proper operational evaluation to be made of the big ship. Meanwhile, as she builds up flight hours, the *Constitution* is performing a valuable airlift service with her huge payload of passengers and freight.

So smoothly did the mammoth airplane settle down on its 10-wheel landing gear at NAS Moffett Field, Calif., that most of the passengers did not realize it was on the ground. There was no need for anyone to stretch. Passengers had found they could get all the exercise desired by strolling up and down the long rug-covered passageways.



★ 1949 All-Navy All-Star Basketball Team ★

THE All-Navy All-Star basketball team for 1949 has been selected for ALL HANDS Magazine.

Picked by a board of experts designated by the Navy Department, the players nominated for All-Star billets were selected from among the cagers of the four teams appearing in the All-Navy basketball tournament for 1949. These four teams had the opportunity of augmenting their squads with outstanding players from other teams in their sports group, prior to the tournament. Consequently it is considered the best basketball players in the Navy were present at the hoop finals, and selections were made on that basis.

Here is the 1949 All-Navy All-Star Team:

First Team

- *Forward*—Lieutenant (junior grade) William W. Chandler, MC, USNR, Submarine Forces Pacific team.
- *Forward*—Alfred H. Bullard, YN2, USN, Norfolk Flyers team.
- *Center*—Second Lieutenant Floyd H. Waldrop, USMC, Quantico Marines team.
- *Guard*—Leroy D. Pasco, SA, USN, Norfolk Flyers team.
- *Guard*—Lieutenant (junior grade) Adrian G. Back, Jr., USN, Norfolk Flyers team.

• *Forward* — Lieutenant (junior grade) William W. Chandler, MC, USNR, Submarine Forces Pacific. "Doc" Chandler was known as "Wild Willie" during the years he played at Marquette University, where he was once selected for the "Little All-American" team. As player-coach of the Submarine Base, Pearl Harbor quintet, six-feet-one Chandler paced his team to the All-Navy finals and was mainly responsible for the amazing showing made by the SubPac quintet in the tournament. An excellent shot with either or both hands, Chandler is also a fine rebounder and has great competitive spirit. A unanimous choice for an all-star billet. He is stationed at the Submarine Base, Pearl Harbor, as a medical officer.

• *Forward*—Alfred H. Bullard. YN2, USN, Norfolk Flyers. "Al" Bullard was a member of the hoop squad selected last season to represent the Navy in Olympic competition. Performed brilliantly this season for the Atlantic Fleet champs. Shoots a deadly accurate right-handed push shot from about 25 feet out, and is best from the corner. A good ball handler and a fine rebounder, Bullard is six-feet-one-inch tall. Stationed at NAS Norfolk on the staff of Commander Utility Force, U.S. Atlantic Fleet.

• *Center* — Second Lieutenant Floyd H. Waldrop, USMC, Quantico Marines. For the second year former Naval Academy star "Cy" Waldrop was the unanimous choice for the pivot spot on the All-Star team. Six-feet-four "Cy" has one of the best hook shots in amateur basketball and racked up over 700 points for Quantico during the regular season. Waldrop is a fine rebounder and is as dangerous for his deceptive passing off from the pivot as for his scoring ability. Stationed at Marine Corps Schools, Quantico, Va.

• *Guard*—Leroy D. Pasco, SA, USN, Norfolk Flyers. "Mutt" Pasco, five-feet-10-inches of lightning on the court, has been in the Navy for less than one year. Played three seasons for Texas Christian University and was among the top scorers in the Southwest Conference all three years. An uncanny dribbler, Pasco is one of the main cogs in the Flyers' scoring machinery. Also sparks the "clowning" tactics employed by the Flyers in "freezing" the ball that are somewhat reminiscent of those used by the Harlem Globetrotters. Shoots a one-handed push shot from the front court and has a leaping drive-in layup shot that is hard to stop. Stationed at NAS Norfolk, Va.

• *Guard* — Lieutenant (junior grade) Adrian G. Back, Jr., USN, Norfolk Flyers. "Aggie" Back is a former Naval Academy star, and was named two years in succession to All-American squads. During the regular season Back sparked the NAS Jacksonville quintet and was augmented by Norfolk after winning the group championship. Six-feet tall, "Aggie" is a great driver and shoots a bullet-like one-handed push shot on a dead run. Excellent at playmaking and controlling the ball in the front court. Also good at leaping, drive-in layups. A fighter pilot, Back is assigned to Fighter Squadron Forty One, based at Jacksonville, Fla.

Second Team

• *Forward* — Lieutenant (junior grade) Fred M. Nevitt, Jr., USN, Fleet Air West Coast team.

• *Forward*—James M. Patrick, SGT, USMC, Quantico Marines.



Bullard Chandler Waldrop Pasco Back

• *Center*—James W. Castano, AD2, USN, Norfolk Flyers.

• *Guard*—Michael Torsky, CPL, USMC, Submarine Forces Pacific team.

• *Guard* — Robert Petinak, SN, USN, Submarine Forces Pacific team.

Members of the board that selected the All-Star team were: Commander Frank E. Frates, DC, USN, an Eastern Intercollegiate official, Chairman (CDR Frates served as referee of several games of the All-Navy tournament); Commander Raymond J. Pflum, USN, coach of the Fleet Air West Coast team; Lieutenant Colonel Russell E. Honsowetz, USMC, coach of the Quantico Marines team; Lieutenant Commander Robert F. Shoemaker, USNR, coach of the Norfolk Flyers team; Lieutenant (junior grade) W. W. Chandler, MC, USNR, coach of the Submarine Forces Pacific team; E. E. Smith, PNC, USN, Sports Editor, ALL HANDS Magazine.

For complete on-the-spot coverage of the double-elimination tournament see pages 8 and 9 of this issue.

All-Navy Baseball

The All-Navy baseball tournament —the "Sailor World Series"—will be held the week commencing 11 Sept 1949.

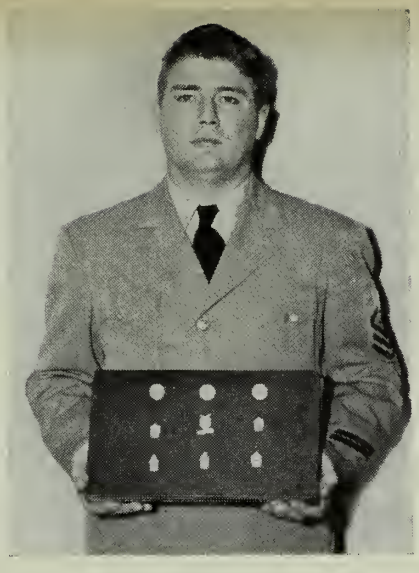
Exactly where the diamond clash between the two best horsehide nines in the Navy will take place will not be known until the top team in the Pacific Area is determined. A playoff between the champion teams of the Hawaiian, Far East, Pacific Fleet and West Coast Group will be held, and the winning Group will be host for the finals.

The tournament will be between the champion team of the Pacific and the champion team of the Atlantic Area. A playoff between the top teams of the Middle Atlantic, South Central, Northeastern and Atlantic Fleet Groups will be held to pick one team to journey west for the All-Navy finals.

Augmentation of teams is permitted after winning a group championship. Any naval activity may combine at the beginning of the season with smaller units or activities located within its physical boundaries that furnish or are furnished common logistical support. Additional details on rules governing combination and other information on how the tournament will be conducted are contained in BuPers Circ. Ltr. 43-49 (NDB, 15 Mar 1949).



OUTSTANDING boxer in the All-Navy tournament will be awarded the CAPT Jack Kennedy Trophy.



TRACK and field star R. L. Grant, AMC, USN, holds collection of medals he has won in west coast meets.

Free Throw Record Set

Cutting the cords 91 times in 100 free throws, Herb Tennison of NAS San Diego and James McDonald of Fleet Sonar School, San Diego, paced an 11th Naval District seven-man team to a record mark of 602 baskets in the National YMCA Free Throw Contest.

The new mark is nine baskets higher than last year's national team championship score of 593. The seven sharp-shooters and their scores are: Tennison—91; McDonald—91; Keith James, Marine Corps Recruit Depot, San Diego—90; Dick Hale, Destroyers Pacific—85; Chub Keckler, Destroyers Pacific—82; Paul Scantland, NAS San Diego—82; Dutch Hintz, Marine Corps Recruit Depot—81.

Navy Yawl in Ocean Race

First U.S. Navy entry in the annual Trans-Pacific Ocean Race from San Pedro, Calif., to Honolulu will be the 85-foot sailing yawl *East Wind*, a former German craft acquired by the Navy. The race begins 4 July.

Based at the small craft facility of the Annapolis, Md., naval station since 1947, *East Wind* was towed to Norfolk where her rigging and mast were to be stripped off and shipped overland to San Pedro. A Navy tug was scheduled to tow the stripped hull down the East Coast, through the Panama Canal and up to San ePdro where the vessel will be outfitted for the race.

A picked crew from the 14th Naval District, headed by CAPT John A. Holbrook, USN, will man the sailing yawl for the race.

East Wind was built in 1939 and became the personal vessel of the top man of the German Navy, Fleet Admiral Doenitz. She was captured as a prize of war in 1945.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Boxing
Period 24-28 May 1949
Civic Auditorium
Oakland, Calif.



Tennis
Week of 17 July 1949
USNA, Annapolis, Md.



Golf
Period 10-13 Aug 1949
MCRD, Parris Island
South Carolina



Swimming
Week of 21 Aug 1949
San Diego, Calif.



Softball
Week of 4 Sept 1949
Atlantic Coast



Baseball
Week of 11 Sept 1949
West Coast or Hawaii



Football
Saturday, 10 Dec 1949
West Coast

Norfolk Flyers Capture the All-Navy Basketball Crown

Like a squadron of high-speed, accurate-firing jets, the "Norfolk Flyers" —augmented team of Air Force, U.S. Atlantic Fleet—roared through the All-Navy basketball tournament for 1949 and emerged with the Navy cage crown.

Some 30,000 wildly enthusiastic spectators watched the four teams repsenting the Navy in all parts of the world battle it out on the maplewood of Bloch Arena, Pearl Harbor, T.H., during seven action-packed games. Teams appearing in the All-Navy finals were the Norfolk Flyers, representing the Atlantic Fleet and South Central Groups; the Quantico Marines representing the Middle Atlantic and Northeastern Groups; the Fleet Air West Coast quintet representing the Pacific Fleet and West Coast Groups and the Submarine Force Pacific hoopsters, representing the Hawaiian and Far East Groups.

Opening game of the tournament matched the Fleet Air West Coast team against the SubPac five. The Submariners, paced by Ollie Burkett, Jr., HM2, USN, and Lieutenant (junior grade) William "Doc" Chandler, MC, USNR, picked up a 10-point lead early in the contest and were never headed, the final score reading SubPac 46, Fleet Air 36. Lieutenant (junior grade) Fred Nevitt, Jr. USN, played a fine game for the losers, racking up 10.

In the second game of the tournament the defending All-Navy champion Quantico Marines were pitted against the Norfolk Flyer. Featuring a fast-breaking, slick ball-handling offense, the Flyers quickly pushed ahead to a comfortable edge over the Marines and lead at halftime 39-31. Deadly set shots by Leroy Pasco, SA, USN; Alfred Bullard, YN2, USN; Lieutenant (junior grade) Adrian Back, Jr., USN, and hook shots by James Castano, AD2, USN. kept the Norfolk cagers out in front despite frantic attempts by Quantico to catch up.

With approximately six minutes left in the game the Norfolk team went into a "freeze." With some of the slickest ball handling seen outside of professional ranks, little Leroy Pasco set the crowd of some 5,500 spectators cheering wildly as he dribbled all over the half-court with the grace of a ballet dancer while chased by two Quantico players. Finally the diminutive Norfolk guard broke away, raced through the entire Quantico team and went sailing in for a layup shot that was good.

The Marines were unable to break up the Flyers' freezing tactics and went down to defeat by a 75-65 count. Scoring honors for Norfolk went to Pasco who swished 20 tallies and Castano with 16 points. During the game Norfolk hoopsters hit an amazing average of 48 per cent of all shots attempted from the floor. Second Lieutenant Floyd "Cy" Waldrop, USMC, was superb for Quantico, hooking in 20 points. Second Lieutenant Clarence "Chuck" Friesen, USMC followed Waldrop, dropping in 13 markers.

Quantico bounced back in the third game of the tournament and rode rough-shod over the Fleet Air West Coast hoopsters, downing them by a score of 78-61 and eliminating the Fleet Air team from the tourney. Again it was Waldrop who set the pace, looping in 16 points with his deadly hook shots. Friesen and Second Lieutenant Jack Robbins, USMC, shared in the scoring with 12 and 10 counters, respectively. Murell Reeves, AA, USN, hit the hoop for 13 points to pace the Fleet Air cagers.

The Submarine Forces Pacific team, which had been rated an underdog in the tournament, surprised the spectators by matching the powerful Norfolk squad basket for basket and trailed by only four points at halftime in the fourth game of the tourney. However, in the second half deadly set shots by "Aggie" Back, pivot shots by Jim Castano and the leaping one-handed stabs by Frank Blatcher. SA, USN, pulled Norfolk ahead and they won going away, 69-57.

Al Bullard turned in a fine perform-



STANDOUT player for the Quantico Marines, 'Cy' Waldrop, leaps high to flick rebound to team mates (left). Right: Driving in for a layup shot, Chandler, SubPac's player-coach eludes Monson and Scantland of Fleet Air West Coast.



ELUSIVE Quantico forward, James Patrick, darts past Norfolk's 'Aggie' Back during the tight second game.

ance for Norfolk, racking up 10 points with one-handed pushes from the corner. Outstanding for the losers was "Doc" Chandler, who fired in 22 points from all angles. He was followed by Michael Torsky, CPL, USMC, who hit the hoop for 14 counters with his hard-to-stop over the head push shots.

Tension ran high in the fifth game of the tournament between SubPac and the Quantico Marines. Both of these teams had dropped one game and under the All-Navy rules, after two losses a team is eliminated. The inspired Submariners, led by Chandler, pulled ahead of Quantico in the second quarter and by halftime the Marines trailed by 13 points.

The stunned Quantico hoopsters fought frantically to come back in the second half, but missed shot after shot as the red-hot SubPackers continued to cut the cords. SubPac won 62-55, and Quantico was eliminated from the tournament. Chandler and Mike Torsky led the scoring for SubPac with 16 and 13 points, respectively. Waldrop played brilliantly for Quantico, whipping in 22 points.

Now the tournament was narrowed down to a battle between SubPac and Norfolk. A tremendous crowd of over 6,000 filled Bloch Arena to over-flowing for the sixth game of the tourney, and yelled themselves hoarse as the amazing SubPac quintet pulled ahead of the Flyers at half-time, leading 35-30. However, accurate long-range set shots by Lloyd Wood, AD1, USN, put Norfolk back in the game, and by the end of the third quarter the lead was switching constantly.

With 30 seconds remaining in the game the score was tied, 64-64. SubPac's "Doc" Chandler dribbled down court and was fouled by an over-anxious Norfolk player. He stepped calmly to the foul line and swished the winning tally. The final whistle blew before Norfolk's Lloyd Wood could race back down the court with the ball. Thousands of hats were hurled in the air as the final score read SubPac 65, Norfolk 64.

Big guns in the scoring column for SubPac were Chandler and Robert Petinak, SN, USN, with 15 and 14 points each. Petinak was also superb at gathering in rebounds. Again big Jim Castano, "Aggie" Back and Leroy Pasco were outstanding for the Flyers, with 15, 14 and 11 tallies, respectively.

Final game of the tournament saw a determined Flyer squad trot on the court to meet the SubPac quintet in a "sudden death" game for the All-Navy basketball crown. However, the hard-fighting Submariners again forged ahead and lead 23-19 as they left the court at half-time amid the thundering ovation of the largest crowd ever to pack Bloch Arena.

It was a different story the second half of the game. Paced by Al Bullard, the Flyers came roaring back to recapture the lead. The "gunners" of the Flyer squad, "Aggie" Back, Leroy Pasco, Frank Blatcher and Jim Castano all began whipping bullseye shots



BRILLIANT center for the Norfolk cages, James Castano, AD2, won the All-Navy Sportsmanship Trophy.



PUSH SHOT is made by Burkett, SubPac center, as Castano and Wood of the Flyers cut for the rebound.

through the nets. SubPac began to falter. With over eight minutes remaining in the game and leading by 12 points, Norfolk began its famous "freeze." The Submariners fought valiantly, but could not cope with the superb ballhandling of the Flyer team. When the final whistle of the tournament blew the Norfolk Flyers were the All-Navy basketball champions by a score of 52-38.

James Castano, AD2, USN, amiable center of the Norfolk cagers who played brilliantly throughout the tournament, was voted the All-Navy Sportsmanship Trophy for his sportsmanlike conduct by the players of the three opposing teams. He was presented the trophy by Rear Admiral Charles H. McMorris, USN, Commandant, 14th Naval District, following the final game.—Earl Smith, PNC, USN.

Marianas Basketball Champs

Although slowed down from its first 11-game average of 100 points per game, Guam's First Provisional Marine Brigade basketball team still had enough steam left to defeat the Naval Barracks 56-51 and win the All-Service Basketball Championship of the Marianas Islands.

As it donned the island hoop crown the Brigade quintet, boasted a record of 29 consecutive wins against no defeats. During the season the sharp-shooting Marines trampled Fleet Air Wing One by the amazing score of 160-28.



PRESENTATION of belt to All-Navy 125 lb. wrestling champion Frank Gigletto, PFC, was made by RADM Thomas L. Sprague, Chief of Naval Personnel.

All-Navy Wrestling

When the last two pair of legs and arms were untangled at the All-Navy wrestling tournament, a major share of the All-Navy mat crowns had been collected by musclemen representing the West Coast sports group. Five of the eight championship titles were won by wrestlers from 11th Naval District's Navy and Marine Corps activities, which supplied most of the West Coast Group entries.

A team of grapplers from each of the eight sports groups met at the U.S. Naval Academy, Annapolis, Md., for the All-Navy title tussles. Wrestling teams from four of these groups captured the eight titles at stake, the Middle Atlantic Group, South Central Group and Pacific Fleet Group maulers each annexing one of the three championships West Coasters failed to land.

Two 1948 All-Navy champions successfully defended their crowns against aspirants, while two other of last year's titleholders were defeated. The twice All-Navy wrestling champions are giant, six-feet-four, 220-pound William Norris, CPL, USMC, the heavyweight (unlimited) titleholder from Marine Corps Schools, Quantico, Va., and Raymond J. Hamm, CPL, USMC, the powerful and aggressive light-heavyweight (191 pounds) champ stationed at Marine Corps Recruit Depot, San Diego. Norris, wrestling for the Middle Atlantic Group team, defeated runner-up West Coast Group representative John D. Gibson, SA, USN, from NTC San Diego, for a new one-year lease on his crown. Hamm downed George Galli, AA, USN, of NATTC Memphis, the South Central Group entry, to top all contenders for the second consecutive season. The Marine light-heavy matman wrestled as a member of the West Coast Group team.

Only ship-based sailor to capture a title was Wilford S. Eckles, EMFN, USN, stationed on board USS *Nereus* (AS 17), and wrestling for the Pacific Fleet Group. He dropped runner-up John Godek, SN, USN, of NAPS Bainbridge, the defending All-Navy middleweight (165 lbs.) champion represenitng the Middle Atlantic Group.

Laurels in the welterweight (155 lbs.) class were collected by Alfred E. Good, Jr., HA, USN, stationed at Hospital Corps Schools, San Diego. Wrestling for the West Coast Group, Good toppled Middle Atlantic Group champ Herbert E. Kleopping, ET3, USN, of NAPS Bainbridge, for the All-Navy title.

Top man in the lightweight (145 lbs.) division was John T. Patrick, SN, USN, of NTC San Diego, another of the West Coast Group's rugged wrestlers, who defeated runner-up Ira V. Renner, ADC, USN, of NAS Corpus Christi, the South Central Group representative. Renner was the other '48 champ to lose his crown.

The 1949 All-Navy featherweight (135 lbs.) championship went to another West Coast Group entrant, Richard K. Collyar, SR, USN, of NTC San Diego. Collyar pinned runner-up Tharrell Tilgner, AA, USN, of NAS Corpus Christi, a member of the South Central Group team.

MCRD San Diego's Frank A. Giglitto, PFC, USMC, the West Coast Group's bantamweight (125 lbs.) champ, grappled his way to an All-Navy title by dropping Donald E. Cooper, BM3, USN, stationed on board USS *Nereus*, to the canvas. Cooper, the runner-up, entered the finals as a representative of the Pacific Fleet Group.

New flyweight (115 lbs.) champion



TOE HOLD is clamped on George Galli, AA, by Raymond Hamm, CPL, All-Navy light-heavy champion during hard-fought match at the Naval Academy.

is Robert Templeton, AA, USN, of NATTC Memphis. Templeton, the South Central Group entry, defeated the Middle Atlantic Group's Richard L. Powers, PH3, USN, of Naval Receiving Station, Washington, D.C. Powers was runner-up in this class.

Belts were presented to the eight All-Navy champions by RADM Thomas L. Sprague, Chief of Naval Personnel.

Training by Television

The Navy's Special Devices Center at Sands Point, Long Island, N. Y. was the originating site of a half-hour telecast demonstrating the possibilities of television for military training. The Sands Point telecast followed a quarter-hour Navy television program which was broadcast from Washington, D.C.

The 15-minute Washington portion of the program consisted of a discussion of television's value to the armed forces. Televised educational programs beamed to ships at anchor were suggested. Instruction of a uniform nature, provided by the country's best teachers and available to classes throughout the services was mentioned as an advantage offered by television.

In the half-hour portion of the program provided by the Special Devices Center, a novel and interesting method of showing television's promise in education was used. A well-known television announcer was shown visiting the center. Officers and instructors took charge of the announcer in turn, showing him the highlights of their respective departments. Of special interest were ground-training devices for student flyers. An amusing portion of the program showed the visiting announcer at the controls of a "synthetic" trainer which gave all the reactions of a plane under inexpert handling.

Demonstrating the use of conversation, diagrams and material objects in televised instruction, a civilian teacher showed the working principles of an electric meter in a later portion of the program.

The television station at Sands Point was set up as a project of the Office of Naval Research. Classes in naval ordnance and gunnery are telecast twice each Monday and Wednesday to the Merchant Marine Academy at Kings Point, L. I., four miles away. Some of the students at the academy study those subjects by television while the rest are taught by the conventional methods. A psychology professor from a leading university is evaluating results of the two methods.

SIDELINE STRATEGY

The fact that the caliber of Navy teams all over the world is getting better each season is indicated by the attention focused on sailor squads by top-ranking colleges. Many sports-minded Navy activities are getting bids from major colleges to schedule football and basketball games.

* * *

One of the reasons the All-Navy Basketball Tournament was



such a colorful spectacle was Commander Frank Frates, DC, USN. The sports-minded dentist, who is also a well-known Eastern Intercollegiate basketball official, put on a great show while refereeing the All-Navy tilt. Spectators got a big kick out of the acrobatics Commander Frates performed every time he tooted his whistle in the course of the tournament.

* * *

Out at the Submarine Base, Pearl Harbor, T.H., the base's baseball team is collecting aching muscles and bruises with a ven-



geance as they get under way for this season's horsehide struggle. Lieutenant H. H. "Trader" Horn's charges, who were defeated by the Quantico Marines in the All-Navy finals last year, wish to make it known they are reaching for the All-Navy baseball crown this year with renewed energy. SubBase's football-basketball-baseball star, Robert Petinak, SN, USN, one of the finest athletes in the Navy, will be moved from behind the plate to the outfield.

* * *

Watch for powerful teams in baseball, softball, football and basketball to come out of the West this year. ComAirPac is forming a single team from all Fleet Air West Coast personnel under his jurisdiction for these sports. The football team will train at Alameda and be coached by Lieutenant Jack McQuarry, USN, a former collegiate star who mentored the tough-luck NAAS Ream Field gridironers last season. The AirPac team will be studded with such stars as Charles "Chips" Norris, AD1, USN, who performed brilliantly for NAS Alameda last season.

* * *

Something new in sailor sports has sprung up at ComServLant Headquarters, Norfolk, Va. Neil



Levitt, JO2, USN, reports that four Filipino stewards are attracting big crowds with their kite flying. The kite-flyers—M. Aquino, P. Sison, G. Elefante and F. Bruno, all stewardsmen on duty at ComServLant, have fashioned a variety of kites modeled after the famous sarangola kites of the Philippines. These kites are shaped like butterflies and airplanes, and sometimes are so large as to require several men to handle. Sharp-edge knives are attached to the kites and when two of these kites meet at altitudes as high as 1,200 feet a "dogfight" takes place. An expert handling the kite string can maneuver his kite so as to slash an "opponent" to shreds.—Earl Smith, PNC, USN, ALL HANDS Sports Editor.



THE STAFF of the *Great Lakes Bulletin* discusses the relative merits of photographs for possible use in forthcoming issue.

Paper Does Good Job of Passing the Word

A VETERAN among ship and station newspapers is the *Great Lakes Bulletin*, a handsome weekly tabloid serving 20,000 bluejackets stationed at the Naval Training Center, Great Lakes, Ill.

Exact age of the *Bulletin* is rather vague, as becomes a grand old lady. It is certain however, that the paper has been published under the *Bulletin* banner for at least 25 years.

It is definitely not the station's oldest paper, for old old-timers on board the center recall *The Station Log* and the *Great Lakes Recruit* as forerunners of the *Bulletin*.

Reaching its circulation height during World War II with a 70,000-copy press run, the *Bulletin* dropped during peacetime demobilization to 12,000—a healthy figure which any weekly might well envy.

Fundamentally a house organ, the *Bulletin's* main aim is to "pass the word." Everything from the local movie schedule to reviews of the latest Alnavs finds its way to the pages of this sheet. Official news direct from the Bureau of Naval Personnel is furnished by the Ship's Editorial Association's *Clipper*, a clip-sheet whose authentic items are run word for word.

Navy men are like men all over the world. They like to relax when the day's work is done, and sometimes before. A large percentage of the *Bulletin's* space is concerned with helping the Great Lakes bluejacket to do just that. A regular joke column, "Out of the Sea Bag," cartoons and pinups bring many a chuckle from *Bulletin* readers.

The 1948 football season gave birth to a "Pick the Winners" contest. Readers were asked to submit their predictions on the outcome of outstanding grid games throughout the country, and the NTC Recreation and Athletic fund provided prizes. The contest was acclaimed an outstanding success. So much so, in fact that production was stopped each Monday morning as contest blanks were checked by the Staff.

Ship and Station Newspapers Will Find It Hard To Beat This Handsome Weekly Tabloid

As part of its editorial policy the *Bulletin* gives its wholehearted support to various approved charity drives conducted aboard the center. The Red Cross, Navy Relief, The March of Dimes; the *Bulletin* gives wide publicity and promotion to such campaigns.

Of course, much of the *Bulletin's* space is devoted to happenings aboard the center. Although Seaman Smith might be interested in an article about our Mediterranean task force, he is much more interested in the fact that

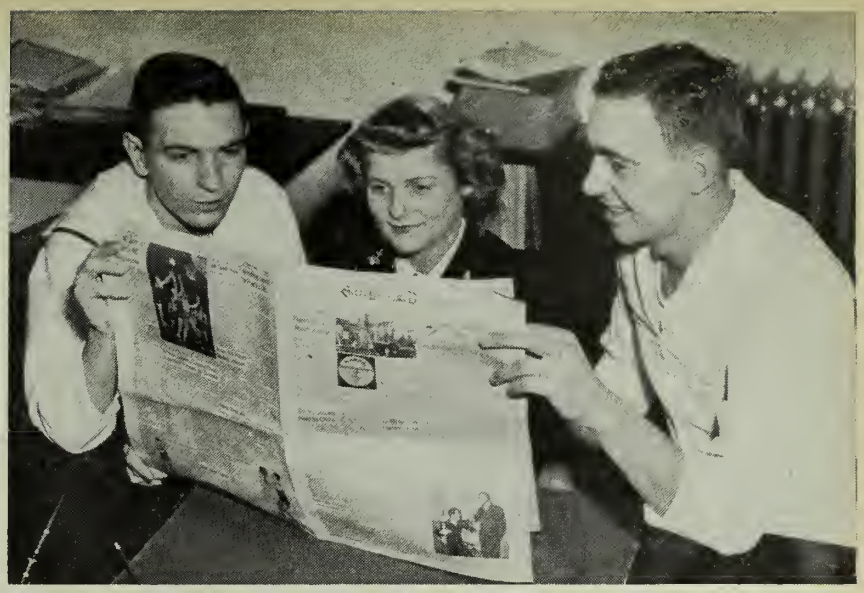
Tommy Dorsey will play for a Center dance or that the Bluejackets will meet the Fort Sheridan team on the basketball court tomorrow.

As far as the average sailor is concerned, members of the Navy's "fourth estate" are strictly "racketeers" who never did a day's work in their lives. Very few bluejackets realize the amount of painstaking work necessary to turn out each week's edition.

Approximately 20,000 words must be written to fill the eight pages every week. Every one of those thousands of words must be edited for spelling and punctuation and the accuracy of every fact must be checked.

The *Bulletin* has made a fetish of accuracy since one faux pas committed several years ago. A radioman stationed at Great Lakes dashed into the office waving a telegram from a Minneapolis law firm which stated that his rich uncle had died, leaving him a $70,000 estate. The *Bulletin* front-paged the story, a scoop as the staff thought, complete with cuts of the telegram and the lucky Bluejacket. The story was picked up by Metropolitan dailies and wire services, who investigated and found that the law offices were located in the middle of a vacant lot and that "Uncle" was strictly a product of the bluejacket's publicity-hungry mind. Potential "scoops" of this nature are now looked upon with disfavor in the *Bulletin* offices.

The *Bulletin's* work week begins on Friday morning, a scant 10 hours after that week's edition has been "put to bed" in the plant of a Kenosha, Wis., daily. The task of gathering and editing the news must begin in order to meet the two weekly copy deadlines. The paper's schedule for copy and photo deadlines is much more complex than that of most publications. It is not a simple matter of handing the material to a copy boy who takes it to the composing room. The *Bulletin's* copy must be sent, via train, to Kenosha. The photo copy, from which photoengravings are made, is sent to Milwaukee. Speed-runs to the train station have caused many a white hair among *Bulletin* staffers.



EVERYBODY at Great Lakes reads the *Bulletin*. Because of the variety of its make-up, each new issue contains something of interest for all hands.

This situation has brought about many minor catastrophes. The editors sounded "General Quarters" when the printers of the Kenosha plant elected to stop work on the day the *Bulletin* was to go to press. With half of the copy already set and the rest scattered about the composing room, it appeared that there would be no *Bulletin* for that week. However, loaded with galleys of type, engravings, and dripping copy, the staff returned to Great Lakes and a two-page issue was printed.

A letter of commendation from the Commander, Naval Training Center, to the supervisory officer read in part: ". . . you were able, through the perseverance and capabilities of yourself and your staff, to publish a smaller but professional issue in spite of the absence of normal facilities. . . .

". . . This issue of the *Great Lakes Bulletin* is a credit to yourselves and is typical of the journalistic standards that have kept the *Great Lakes Bulletin* one of the finest service newspapers.

"In continuing to contribute materially to the high morale at the Naval Training Center, it is a pleasure to commend the staff."

As long as the United States Navy and its men and women continue to make news, the *Bulletin* and its counterparts throughout the world will continue to report that news.—Conrad A. Wenner, JO3, USN.



COPY for the *Bulletin* must be sent by train to printers in Kenosha, Wis. Frequent frantic rushes to the station give the editors many gray hairs.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• SUB TRAINING — Lieutenants "junior grade" and ensigns may submit applications for the class of January 1950 submarine training at the Submarine School, New London, Conn.

Applications for sub training, forwarded through regular channels, must reach BuPers by 15 Aug 1949.

To be eligible, officers must have completed one year commissioned service as of 1 Jan 1950, be qualified as OODs underway and sign an agreement not to resign from the service during the six-month course or for one year thereafter.

Ensigns who apply must have a date of rank prior to 1 Jan 1949. Applications for sub training submitted prior to receipt of BuPers Circ. Ltr. 58-49, which authorizes applications for the new class, must be resubmitted.

• AGE LIMIT—The age limit for candidates for naval aviation cadet training is now 27 years instead of 25. Minimum age is still 18, as previously.

Purpose of the change was to open the NavCad program to certain highly desirable men who otherwise would be excluded. For complete details of the NavCad program, correct except for the change mentioned here, see ALL HANDS, September 1948, pp. 50 and 51.

Mustang Retires After 22 Years in Service

Shipmates of USS *Duxbury Bay* (AVP 38) lined up in full dress uniform for a farewell inspection by their engineering officer, a gesture of honor toward the mustang retiring after 22 years in service.

Lieutenant Evan E. Watts, a veteran submariner who first entered the service in 1927, walked down the rows of personnel at a pier at NAS San Diego.

Duxbury Bay's commanding officer and executive officer each gave short addresses honoring Watts.

Much of Watts' service was in submarines, and during the war he made a total of 13 war patrols. He saw service in four different underseas craft—*Seawolf*, *Pike*, *Stingray* and *Chub*. He was promoted to warrant electrician in 1942 while on duty in *Stingray*.



LAST OFFICIAL ACT of LT Evan E. Watts on leaving USS *Duxbury Bay* for retirement to Fleet Reserve was an inspection of the enlisted personnel.

• RETRAINEE CRUISES—The Navy has found a way to smooth the path of "discipline cases" back into the fleet—and at the same time provide Reserve units afloat with some experienced assistance.

The discipline cases, general court-martial prisoners who have been approved for restoration to duty and who have been confined for periods up to four months at the U. S. Naval Retraining Command, Mare Island, Vallejo, Calif., are allowed to take a weekend cruise with Naval Reservists to the benefit of all concerned.

During the cruise, the "retrainees" are put on the watch list according to their former ratings. On the two cruises to date, "retrainees" have not only stood their regular cruise watches but, in many cases, have volunteered for other duties.

The experiment has been termed "an unqualified success" by officers of the Retraining Command, local Naval Reserve unit and commanding officer of the USS *George A. Johnson* (DE 583), the training ship. Ship's company officers rated cooperation as "excellent."

The cruises have had a beneficial effect upon the offenders as well. The easy attitude with which the two groups have been accepted by their temporary shipmates has gone far toward reassuring the offenders that their mistakes will be forgotten and that the Navy is willing to take them back.

Encouraged by the two weekend cruises with the mixed crews, the Navy is thinking seriously of extending the pre-discharge orientation of its prisoners to the East Coast.

• COURSE LENGTHENED — With an addition of 10 more weeks to provide gyro compass instruction, the Interior Communications Electricians School in Washington, D.C., now has a comprehensive course lasting a total of 42 weeks.

It is the Navy's only gyro compass school at present, the one at Brooklyn, N. Y., having closed in April.

Classes convene every eight weeks with a total quota established at 34 students, 20 from ComServLant and 14 from ComServPac.

Eligible for the training are ICs second class and above who have successfully passed an examination demonstrating thorough knowledge of the mathematics and electricity covered in the first 14 chapters of educational manual EM 972. Personnel who have

WHAT'S IN A NAME



Skylarking

"Skylarking," a practice frowned upon in today's Navy, was first coined to express the spirit of fun of running through the rigging and sliding down the backstays of sailing ships.

In those lusty days of iron men it was the practice of the younger and more energetic sailors to find sport and training by playing a game similar to follow the leader. Some robust seaman would sound the call and off he would head for the fighting top of the warship. Others would follow in the merry chase and for a little while the ship would echo with their laughter.

Old-timers, who were already well versed in the art of working in the rigging, considered such didos more or less a waste of time. To them it was only play.

The word "skylark," when separated into two words, has the meanings *atmosphere* and *play*.

finished both the 34-week course at the Naval School, IC Electricians, Washington, D. C., and the 16-week course at Naval School, Gyro Compass, Brooklyn, N. Y., are not eligible for the 42-week course.

Assignments are by TAD orders on a returnable quota.

The six phases of instruction are divided as follows:

- Basic electricity and associated mathematics (AC and DC), eight weeks.
- Audio frequency amplifiers, test equipment and MC systems, nine weeks.
- Sound motion picture equipment, two weeks.
- Interior communication instruments, seven weeks.
- Automatic telephones, six weeks.
- Gyro compass, 10 weeks.

Requests for assignment to the school should be addressed to ComServLant or ComServPac—depending on present duty stations—via official channels. The next class convenes 16 May 1949.

- RESERVE TRAINING—The Navy is embarked upon a mutual-aid program to assist in the training of the Coast Guard Reserve.

Because the Coast Guard operates under the Navy Department in time of war, all possible assistance is being given to the training of Coast Guard Reserves.

Under the new program Coast Guard Reservists are authorized to participate in all Naval Reserve training except aviation, without pay or allowances, as individuals integrated into Naval Reserve training groups appropriate to their rating or classification, or by holding classes and drills as units.

Navy instruction and supervision will be provided Coast Guard Reservists participating in the Naval Reserve program, but Coast Guard district headquarters will retain responsibility for personnel accounting and administration.

Navy Department officials consider the new training program will ultimately be of mutual benefit to the Navy, the Coast Guard and the nation in the event of a national emergency.

- PROMOTION EXAMS — Examinations for promotion of Marine Corps officer and enlisted male personnel are scheduled to be given this year for the first time since the war.

Enlisted personnel eligible for promotion will take exams in May and June throughout the Corps, and officers' professional tests, now under way, began 25 April.

Two tests on general military subjects are prepared for enlisted men. One is for corporals, and the other is for pay grade 2, 3 and 4 sergeants.

Since sergeants will all be taking the same examination, higher scores will be required of men eligible for promotion to the higher sergeant grades.

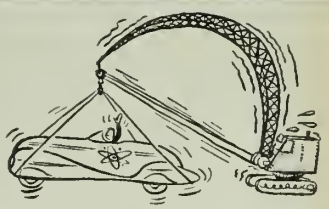
The date of 10 May has been set as the last on which Marine Corps enlisted personnel may be promoted without taking the exam.

Officer examinations are of the objective type—a change from the prewar essay-type test—and are made up of approximately 250 questions, mostly multiple choice.

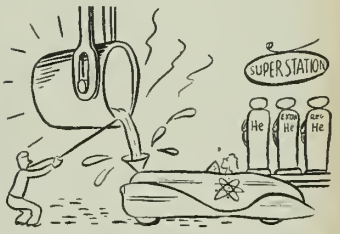
The tests will be graded mechanically at the Marine Corps Schools, Quantico, Va., and will receive only two marks—"satisfactory" or "unsatisfactory."

Promotions are made only when vacancies exist.

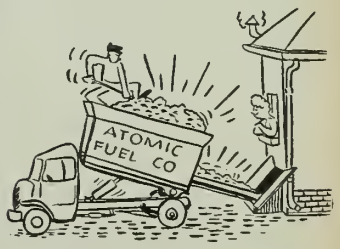
HERE'S YOUR NAVY



Scientists in the Navy's Office of Naval Research are carrying on continuing research in the field of nuclear power. Many problems exist which were not foreseen by those who envisioned "atom-powered" vehicles of all types within a year or two after Bikini. For instance, because of heavy radiation-proof shielding required, it is estimated that a nuclear-powered automobile would weigh 50 tons or more.



To decrease the size and weight —not the thickness—of radioactivity shields, physicists hope to decrease the size of the nuclear piles enclosed within them. Smaller nuclear piles which will generate the same power as large ones must operate at very high temperatures. Suggested coolants to keep the heat within bounds range from high-pressure helium gas to molten lead.



Scientists say that possibly, through hard work, a nuclear-powered submarine may be produced within a few years. The locomotive and the airplane appear much more difficult to them —particularly the plane. The stationary shore-based power plant offers the fewest problems, but uranium is not expected to replace coal for quite a while yet.

Proposed Legislation Affecting Naval Personnel Listed in Complete Roundup

Hearings before a sub-committee of the House Armed Services Committee continued on the pay bill while other measures of interest to the naval establishment were introduced, reported or passed by Congress.

The sub-committee listened to the enlisted man's viewpoint of the pay bill as presented by several officials of a mustang organization, the "Navy Officers Who Have Come Up From the Ranks" group.

Indications were that the Senate Armed Services Committee would wait until the House committee had considered the service pay revision bill before holding its own hearings.

Several recommendations for amendment of the bill were proposed in testimony of various interested groups of service personnel, many of which concerned retirement provisions.

Congressional action on other bills is summarized below:

Enlisted Pilots—S. 1270: Reported; to repeal existing law relating to removal of 20 per cent requirement, in time of peace, of enlisted personnel employed in aviation tactical units of the Navy, Marine Corps and Air Force.

Foreign Awards—S. 632: Passed and approved as Private Law 8; to authorize acceptance of gifts and decorations from foreign governments.

Limit Removed — S. 630, H.R. 1748: Passed and approved as Public Law 16; to remove the upper age limit for appointment in the Supply Corps.

Duty Choice—H.R. 3936: Introduced; to strengthen the national defense by making it possible for persons drafted under the Selective Service Act of 1948 as well as all other personnel to choose the type of units in which they serve.

Defense Department—H.R. 3845: Introduced; to convert the National Military Establishment into an executive department of the Government, to be known as the Department of Defense, and to provide the Secretary of Defense with appropriate responsibility and authority, and with civilian and military assistance adequate to fulfill his enlarged responsibility.

Navy Services—H.R. 3833: Introduced; to permit in certain cases the sale of utilities and related services to municipalities by the Secretary of the Navy and the Secretary of the Army or their designees.

Defense Official—Passed and approved as Public Law 36; to amend the National Security Act of 1947 to provide for an Under Secretary of Defense.

Service List—H.R. 3611: Introduced; to provide for the preparation, printing and distribution of a list of all persons who died on active duty with the armed forces after 26 May 1941 and before 3 Sept 1945.

Awardees' Retirement — S. 1264: Introduced; to provide for the retirement of any holder of the Medal of Honor with the rank, pay and allowances of a captain in the Army or Marine Corps or of a lieutenant (senior grade) in the Navy or Coast Guard, and to provide for the award of adequate pensions to the widow and minor children of any such holder.

Wind Tunnel — S. 1267: Introduced; to promote the national defense by authorizing a unitary plan for construction of transonic and supersonic wind tunnel facilities and the establishment of an Air Engineering Development Center.

Payment Checkage — S. 278: Passed Senate and House with amend-

Doors of This Lovely Chapel Are Always Open

The door is always open here . . .

Almost every naval base throughout the U. S. and overseas has a station chapel. One of the most impressive of those overseas is the small green and white structure at the crossroads of the Submarine Base in Pearl Harbor, T.H.

The most outstanding feature of this particular chapel is that the door is always open. Night or day, personnel on the base can glance in and see the invitation which the lighted altar presents.

Its keynote is simplicity, with lines compared to that of the "little church back home." Painted a clean white with a green roof and trimming, it has a steeple that stands out sharply against the blue-Hawaiian skies, keeping watch over the base. Constant attention keeps the small church immaculately clean and ready for a service at all hours of the day and night.



INVITATION to worship is offered by the lighted altar of the small green and white chapel in Hawaii.

Lieutenant Commander J. P. Moorman, Jr., ChC, USN, the present chaplain at the base, had this to say about the chapel: "It's always ready for a service, replete even to flowers—white flowers."

In explaining the reason for the white flowers, he said, "You see, the chapel is very popular for weddings here in Pearl Harbor. I haven't any figures to substantiate what I say, but I think we probably have more weddings here than any other chapel in the area."

A 16-voice mixed choir takes place in the various services, and there is a new set of chimes bought with money from the chapel's own fund.

After being built in 1944 by the men of the submarine base under the direction of the repair department, one of its first services was a memorial for the crew of the submarine S-28.

The chapel is well attended, averaging about 200 people every Sunday morning. On Christmas Eve, the overflow crowd outside nearly surrounded the chapel. At Easter this year it was necessary to broadcast the service outside on a public address system to handle the large number of worshippers.—W. H. Tebbetts, YNC, USN.

ment; to prevent retroactive checkage of payments made to certain retired officers of the Naval Reserve.

Territorial Waters—Senate Resolution 88: Introduced; study and investigation to determine what legislation may be appropriate to define and delimit the territorial waters of U.S.

Award Extension—H.R. 3752: Introduced; to extend the time for initiating recommendations for certain naval and military decorations for acts performed during World War II.

Gold Stars—S. 1367: Introduced; to amend the Act of 1 Aug 1947 so as to include grandparents within the class of persons entitled to receive a gold star lapel button.

Educational Benefits—S. 1364: Introduced; to extend the educational benefits of the Servicemen's Readjustment Act of 1944 to the widows and children of certain deceased veterans of World War II and to the spouses and children of certain totally disabled veterans of World War II.

Benefits Extension—H.R. 3917: Introduced; to extend the educational benefits of the Servicemen's Readjustment Act of 1944 to the children of veterans of World War II where the veterans have received no educational benefits under such Act.

Payment Refunds—House Concurrent Resolution 53: Introduced: to direct the Veterans Administration to refund to veterans during the current fiscal year overpayments of premiums on National Service Life Insurance.

Navy GCA Teams Aid Airlift

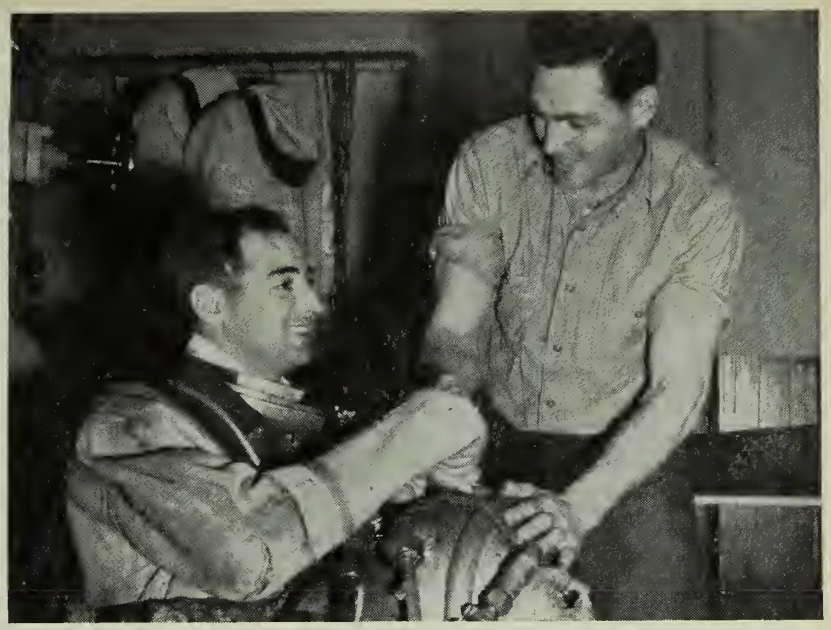
Navy and Air Force planes on the Berlin Airlift are receiving landing assistance from six ground controlled approach crews sent to Germany by the Navy.

The six officers and 34 enlisted personnel making up the six crews were assigned to one of the airlift bases by the wing commander at Weisbaden.

Formerly stationed at naval air stations at Squantum, Mass., Willow Grove, Pa., and Grosse Ile, Mich., the crews man the GCA equipment on a 24-hour basis.

Two squadrons of Navy planes—VR-6 and VR-8—have been operating since November from the Rhine-Main airport near Frankfort.

In the first three months of operations, these two squadrons led all others in an efficiency rating based on the per cent of assigned load actually delivered at Berlin. VR-8 carried 121 per cent of assigned tonnage; VR-6, 116.



WORLD'S RECORD simulated dive of 561 feet was established by Harold Weisbrod, BM1. First to congratulate him was Wesley Singleton, MEC.

Diver Makes Simulated Descent of 561 Feet

A 29-year-old Navy deep sea diver established a new world's record simulated dive of 561 feet in a water-filled pressure tank at the Experimental Diving Unit, Naval Gun Factory, Washington, D.C.

The diver, Harold Weisbrod, BM1, USN, attached to the Experimental Diving Unit, exceeded the previous record of 550 feet for a wet-tank dive, which was set by a civilian in Milwaukee in 1945.

Weisbrod, a veteran of 11 years naval service, has the distinction of being the only human to withstand successfully the underwater pressure of 264.6 pounds per square inch.

Equipped with a diving suit weighing approximately 235 pounds, Weisbrod was lowered into the tank and eight and a half minutes later he attained the simulated depth of 561 feet.

Weisbrod stayed at 561 feet for one and a half minutes before starting the three-hour and 18 minutes process of decompression. Expert Navy technicians constantly checked pressure gauges and clocks during the dive and tabulated important data for the decompression chart. The senior medical officer of the unit checked samples of gas from Weisbrod's helmet to maintain the proper helium-oxygen ratio. The element of danger was constantly present.

Although the world record wet-tank dive was made in only 10 feet of water, the conditions of great depth were created by applying air pressure upon the surface of the shallow water. The intense pressure of 264.6 pounds per square inch—18 times the atmospheric pressure at sea level, was exerted by the water against Weisbrod's body.

Weisbrod said after it was all over that despite the tremendous pressure he wasn't too uncomfortable but was "plenty hungry" and a "little tired."

A touch of humor was displayed by Weisbrod. He could be heard by observers over the two-way telephone, singing in Spanish "Mama Yo Quiero (I Want My Momma)." The helium intake at such a great depth garbled his voice so that it sounded like Donald Duck's.

The first one to congratulate the ace diver after he ascended from the tank was Wesley Singleton, MEC, USN, first class diver and co-holder of the U. S. Navy open-sea diving record. He and George W. McCullough, GMC, USN, set the record together by diving 485 feet off the coast of Key West, Fla., last December. Singleton operated the pressure gauges during Weisbrod's experimental dive.

Purpose of the simulated dive was to test new equipment and to calculate decompression tables used as reference in deep sea diving.

The Sea-Going Merchant Marine Reserve

IN THE MONTH of May one hundred and thirty years ago, a wooden, carvel-built ship, 120 feet long, equipped with sails and adjustable paddle wheels, sailed from Savannah, Ga., on an historic voyage.

Before she reached her destination 29 days and 11 hours later, the billowing clouds of smoke which trailed her wake aroused great confusion among the crews of sailing ships that passed nearby. One British vessel, mistaking her for a ship on fire, chased her for a whole day and was finally compelled to drop a shot over her bow to stop the smoking vessel.

This puzzling ship that could move without sails was the world's first ocean-crossing steamer, the ss *Savannah*. She successfully completed her journey to Liverpool, thus opening a new chapter in the growth of the American maritime service, and marking the birth of the modern merchant marine.

May 22, the sailing date of the first trans-Atlantic steamship, is now celebrated each year as National Maritime Day, in tribute to the world-wide water-born cargo and passenger service of the United States Merchant Marine.

Today the merchant marine constitutes a reserve from which a body of trained men, as well as ships, are available to fill the needs of the Navy.

Recognizing this asset the Navy has established the Merchant Marine Naval Reserve as one of the four components of its peacetime Reserve program.



PENNANT of Naval Reserve bears this insigne. It is flown today by 120 ships of the Merchant Marine.

Fifteen thousand sea-going merchant marine officers make up the MMNR component. Of this number 60 percent are deck and 40 percent are engineer officers. Over 5,000 MMNReservists served on active Navy duty in World War II. The requests of another 5,000 Reservists for active duty were turned down because they could better serve the nation in jobs with the civilian merchant marine.

Today 120 ships of the postwar merchant marine are commanded by Reservist skippers and fly the blue pennant of the Naval Reserve, signifying that more than 50 per cent of their officers, as well as the master, are Reservists, and that the ships are suitable as naval auxiliaries.

First to fly the USNR flag was the ss *America*, sparking the postwar program of this country several weeks before the *Queens Mary* and *Elizabeth* qualified to fly the colors of the Royal Naval Reserve.

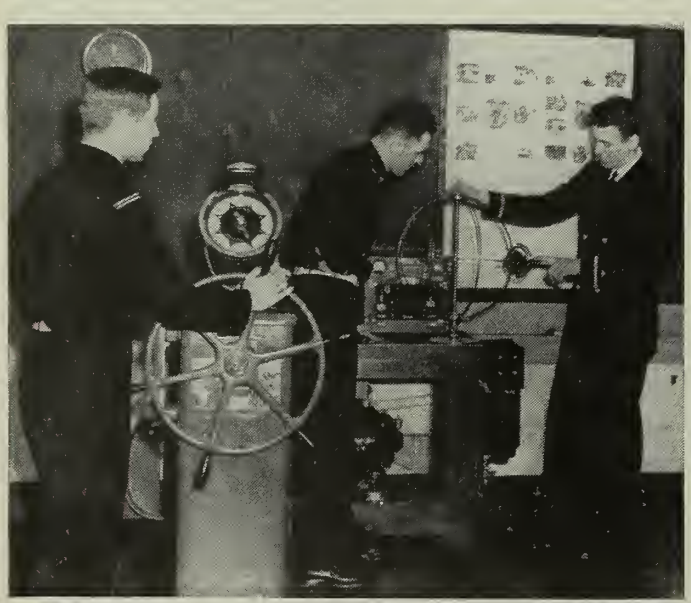
In World War I members of the merchant marine proved their military value as personnel of NOTS, the Naval Overseas Transportation Service. As a consequence the MMNR was first organized in 1925.

Although the Merchant Marine Reserve is officially only 24 years old, the members of this branch look back to the founding fathers of the American Navy as their historical creators.

Almost every early naval hero — John Paul Jones, John Barry, Thomas Truxton, Joshua Barney and Edward Preble—came from the merchant marine. Every commanding officer of the first six vessels built for the U.S. Navy, including the mighty uss *Constitution*, *Constellation* and *United States*, had previously held a command in the merchant marine. Practically every naval officer from midshipman on up in the early American Navy had been trained and served in the maritime fleet.

The kind of training that made the brand-new Navy great in Revolutionary days is today part of the traditional training of our modern merchant marine.

Whether a merchant officer come up "through the hawsepipes" or graduate from one of the federal or four





MASTERY of navigation instruments (left) and familiarity with ordnance (right) are required of all cadet-midshipman.

state maritime academies, practical shipboard experience is part of his training. Outside of the Regular Navy, members of the merchant marine are the only professional full-time seagoing personnel, and represent a fund of experience that can be of great value in time of mobilization.

In its effort to develop a strong Merchant Marine Reserve, the government requires that all of the deck and engineer officers employed in vessels on which an operating differential subsidy is paid, must be members of the Naval Reserve, if they are physically and otherwise qualified.

The U.S. Merchant Marine Cadet Corps was founded in 1938. In the same year, the government opened its fourth federal academy at Kings Point, Long Island, N. Y. Naval Reserve midshipmen of the merchant marine are trained at the academy in a four-year course, the second year of which is devoted to actual training in a merchant vessel at sea.

The cadet midshipman receives a concurrent appointment as a midshipman in the Reserve, serving in an inactive status. Upon completing his course at the maritime academies, he is licensed as a third mate or third assistant engineer, and commissioned an ensign in the Merchant Marine Naval Reserve.

Three-year courses are held at the following four state academies:

- New York State Maritime Academy, Fort Schuyler, established in 1872.
- Massachusetts State Maritime Academy, Hyannis, established in 1889.
- California State Maritime Academy, San Francisco, established in 1933.
- Maine State Maritime Academy, Castine, established in 1941.

In time of war MMNR officers are ready for duty in their own or other ships taken over by the expanding Navy. Whether they are called to active duty or remain in the maritime service they are of value to the Navy. While serving aboard merchant ships they are still members of the Navy team and able to put their training to good use. Familiarity with the naval organization, methods and procedures is of benefit in such joint problems as task force formation, or convoy and escort work.

The Navy has no intention of stripping the merchant marine of trained personnel in time of emergency. It turned down the applications of thousands of Reservists who were already serving aboard merchantmen, because they could not be spared.



MIDSHIPMEN-CADETS bend on a new suit of sails on square-rigged training ship. Such salty training perpetuates the great American tradition of the sea.

This is one of the reasons why the MMNR, unlike other reserve components, has no enlisted branch. Crews are needed for merchant ships both in time of peace and war.

Officers of the Merchant Marine Reserve, with their specialized knowledge, however, helped to fill important assignments in the Navy during World War II.

In the final year of the war, more than 50 per cent of the large attack transports and amphibious cargo ships in the Pacific Fleet were commanded by MMNReservists. An even higher percentage of Reserve officers were in charge of the engineering departments of these combat ships, filling billets on nearly every C-2, C-3 and Victory attack transport and cargo vessel.

Another of the vital wartime jobs performed largely by MMNR officers was the command and operation of advanced base sectional drydocks and auxiliary repair drydocks.

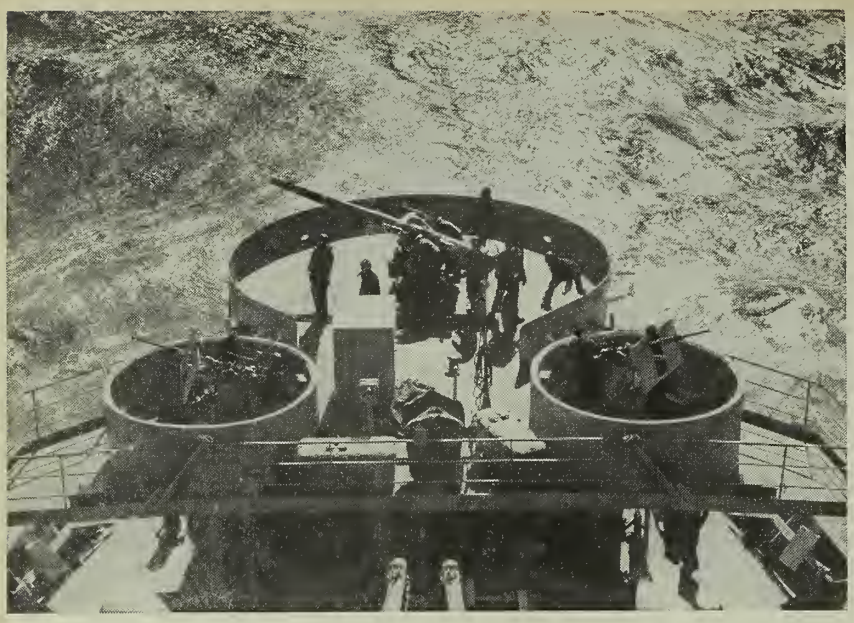
At all the invasion fronts in the Pacific, repair drydocks were ready immediately after the assault to repair and dock crippled ships. War vessels as big as the 50,000-ton USS *Iowa* (BB 61) could be accommodated in the advanced based drydocks.

Although not a part of the armed forces, the merchant marine saw heavy action during World War II.

Between 1 Sept 1939 and 8 May 1945, the losses of the U.S. merchant marine amounted to 1,554 ships of 6,277,000 deadweight tons.

In the five-month period from March through July 1942, an average of more than one merchant ship was lost each day. The greatest destruction was in the North Atlantic where U-boat wolfpacks operated against convoys to the British isles and Russia.

The remaining 984 vessels lost amounted to 845,000 deadweight tons. These losses were due to such causes



CRACK Armed Guard crews, furnished by Navy, fought against heavy odds to protect vessels of the Merchant Marine during World War II.

as marine casualties resulting from convoy operations, blackouts and reduced aids to navigation.

The merchant marine fought the enemy, often against great odds, with its Navy Armed Guard crews. Typical of the wartime experiences was that of the crew of the SS *Esso Rochester*. On a fueling mission as a member of a convoy headed toward the Philippine island of Leyte, it was one of the targets during the daily air raids. On 21 Nov 1944 the Armed Guard crew drew a bead on a Japanese dive bomber headed for their ship. Their expert marksmanship brought the suicide plane down, and the tanker went on to chalk up a record, carrying 3,500,000 barrels of oil during the war period.

To maintain its Merchant Marine Reserve component, the Navy has established offices in the headquarters of the District Directors of Naval Reserve at all the important port cities: Boston, Mass., New York City, Norfolk, Va., New Orleans, La., and San Francisco, Calif. A central office is maintained in the Bureau of Naval Personnel, Washington, D.C., where a monthly periodical, the *MMNR Bulletin* is published for members of the component.



MERCHANTMAN plows through mountainous seas in the North Atlantic. During early part of 1942 these merchant ships were lost at a rate of one a day.

Principal duties of the officers supervising these activities are to maintain liaison with officers afloat and ashore, who are employed in the administration of merchant ships, maritime academies, and allied government agencies connected with the seafaring professions.

Training for Merchant Marine Reservists is similar to that for other members, with variations made to adjust the program to the needs of this particular service.

While two-week annual training is open to MMNR personnel, they are permitted to group four annual training periods on one lump and take 56-day cruises between voyages in the merchant service. This is an exclusive privilege with the MMNR.

Twelve months' active training billets are open to a limited number of merchant marine officers. Such training is considered a valuable recommendation to owners of steamship lines. Junior officers can gain valuable experience in watch standing as well as a briefing in naval organization and administration by performing this duty while awaiting assignment to berths in the merchant service.

The opportunity for Merchant Marine Reservists to train aboard Navy ships is the reverse of the original custom. After the Revolutionary War, there was a surplus of naval personnel and fewer men-o-war. Naval officers were furloughed for the purpose of making voyages in merchantmen. Midshipmen competed for the billets in order to get actual training in navigation and seamanship.

Seven new correspondence courses for engineering officers and four courses for deck officers are now being prepared by the Navy to provide training for the merchant mariner while he is at home or afloat.

Rank and promotions for members of the MMNR are based on age, experience and position held in the merchant service, subject to running mate system rules which prevent discrimination against any one component of the Reserve or the Regular Navy.

This year 7000 ensigns in the Merchant Marine Naval Reserve who were appointed on or before 31 Dec 1945 were included among approximately 38,000 Reservists of the same rank for promotion. The usual active duty

requirement was waived in the case of the MMNR, provided the members have served at sea in a licensed capacity and have not had their licenses suspended or revoked.

"Adjustment of rank" promotions of MMNR officers who were not called to active duty during World War II but who served in merchant ships in logistic support of the armed forces have also been authorized by the Secretary of the Navy.

This was in recognition of the services performed by members of the Merchant Marine Naval Reserve which was comparable in hazard and value to that performed by their colleagues on active duty.

Neptune Operates from Carrier

Weighing a total of 37 tons, including fuel and a simulated bomb load of five tons, a Lockheed *Neptune* aircraft took off from *Coral Sea* to successfully demonstrate its capacity for carrying a five-ton bomb.

The long-range, heavily loaded plane flew 2,000 miles to land at NAS Patuxent after dropping its 10,000-pound "bomb" load.

Heaviest plane ever launched from a carrier with no special assisting devices except jato units, the *Neptune* was piloted by Captain John T. Hayward, USN.

Conducted off the Virginia Capes, the test was described as a routine operation to discover the capabilities and the ever-expanding reach of carrier-borne planes. Although similar tests had been completed previously, this was the first to be announced to the public.

The *Neptune* holds the world's long distance record of 11,236 miles, set in 1946 in a flight from Australia to an airfield in Ohio.

BMC Teaches Natives

Motor launches rejected for further Navy use are being converted into sailing craft by Marshallese natives under the guidance of a Navy chief boatswain's mate.

Reconditioned and refitted for use in inter-island trade and travel by the natives, boat salvage under C. L. Deakins, BMC, USN, is one phase of the native self-betterment program sponsored by the Navy's civil government on Kwajalein in the Marshall Islands.

Under Deakins, native craftsmen are putting the boats back in shipshape condition—and learning Navy boatswains' lingo in the process.



CRUISING cruiser USS *Columbus* (CA 74) rides at anchor off picturesque Naples, Italy. She has made three Mediterranean cruises in nine months.

Crew Members of *Columbus* at Home Abroad

Crew members of USS *Columbus* (CA 74) are beginning to feel right at home with the British.

The only cruiser in the fleet to be assigned a permanent home port overseas, *Columbus* is the flagship of Admiral Richard L. Conolly, USN, Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean.

Since last September when Plymouth, England, was designated as the cruiser's home port, members of her crew and inhabitants of the town have come to know each other pretty well.

After one of several parties given on board for underprivileged and orphaned British children, the mother of one of the small guests wrote to Capt John M. Will, USN, commanding officer:

"I feel I must send my grateful thanks to you and your ship's company for the generous way in which you entertained my small son John.

"John's daddy . . . was an ordnance artificer in the Royal Navy and was on the destroyer *Jupiter* when she was lost in the Battle of Java Sea.

"My husband was reported missing, and of course as time passed we had to presume he lost his life at sea. . . ."

When she is not in her home port at Plymouth, *Columbus* cruises between various ports in the Atlantic and Mediterranean Sea.

The ship recently returned from her third Mediterranean cruise in nine months. In the short time since she left the U.S. for her new duty in European waters, *Columbus* and her crew have visited 11 countries and more than 40 cities and towns.

Included in the countries she has touched are Portugal, Spain, Africa, Italy, Greece, Turkey, France, England, Monaco, Scotland and Ireland.

Perhaps the most picturesque anchorage area provided the ship was at Naples where she was anchored between the ancient medieval Castle Nuovo and Mount Vesuvius, the volcano whose eruption nearly 2000 years ago buried the towns of Pompeii and Herculaneum under layers of molten lava.

As flagship for Admiral Conolly, the ship has fired salutes for the King and Queen of Greece, First Lord of the British Admiralty, Lady Astor and Prince Regent of Monaco, all at one time visitors to *Columbus*.

A cruise over, however, crew members are always glad to see the familiar sight of their adopted home of Plymouth come into view.

Here's Salt-Soaked Saga of



MANY things in the Navy color our speech more than we realize. Often, too, we are unaware of the origins of our phrases as well as that of the objects our phrases are built around. Take anchors, for instance. Almost every one of us has heard a conversation something like this:

"Yes *sir*," the first chief says with heavy emphasis, "I'm going to finish out nineteen years, six months and one day, and then I'm going to *swallow the anchor!*"

"I'll tell you what *I'm* going to do," the second chief replies. "I'm going to lay an old-fashioned motor-launch anchor over my shoulder and start walkin' toward Kansas. When I get to where somebody stops me and asks what I'm carrying, that's where I'll spend the rest of my life!"

Admittedly, the two fifth-cruise mariners were more interested in picturesque speech than in removing themselves a great distance from the briny deep—as their four hashmarks would prove. Still, as was mentioned a moment ago, they probably gave little thought to the origin of their colorful rhetoric and less to that of the anchors of which they spoke.

No one seems to know just how the threat of the first chief originated, but the term is time-honored. Perhaps the old-timer who invented it meant that he might as well dispose of the anchor in that manner, as he would have no further use for it.

The second CPO's plan is more obvious in its aim. He, of course, meant that he would have to be a long, long way from salt water before he'd encounter anyone who would fail to recognize an old-fashioned anchor when he saw one.

When the Mediterranean was the center of civilization, most shipping was coast-wise. Usually, when a halt was in order for sleeping or eating, the mariners would simply beach their boats and drag them up as far as possible to prevent their drifting away at high tide. Still, the Chinese were using a metal anchor some 4,000 years ago—one that looked very much like our "patent anchors," with a stock set at right angles to the arms, near the crown.

But development of anchors went on simultaneously in many different areas and at many different speeds. Even today, primitive fishermen in certain parts of the world are using anchors comparable to those of the stone age. Various crude anchors found not long ago—particularly those found on the coast of England—are a clue to the evolution of the mud-hook everywhere.

"Cornwall sea-stones" came under a good deal of study in the early 1900s.

A great many such stones have been found off the county of Cornwall, England. Some are rocks with a hole through the middle, shaped like a doughnut. Others are rocks with a ring-bolt imbedded in them, and still others are rocks with a hole through them near the edge—looking very much like hand-bags, with the portion of the stone bordering the off-center hole comprising the handle.

It is said that sea-stones served a collateral duty as fish-frighteners, and when so used were called "caboolen." To frighten a fish with a caboolen and serve a useful purpose thereby, one should have an open seine moored in front of the fish and should dash the caboolen into the water behind the fish. The fish, upon becoming frightened, will flee into the net, the Cornish fishermen found. That was being done as recently as 1913.

Smaller sea-stones were used to anchor the nets, and larger ones—



Anchors 'Aweigh Back When'

potato-shaped ones with a groove around the center—were used for another interesting purpose. Smugglers, it is said, used them to moor sunken tubs of "moonshine" while awaiting further transfer of their goods. These stones are described as "very large," no doubt being truly weighty to keep the wooden casks and their floating "hooch" from rising to the surface.

"Strop-stones" such as the ones just described were used until modern times as fishing boat anchors in the waters around Land's End, Cornwall. Rough and rocky terrain on the sea floor makes loss of store-bought anchors very prevalent there. Metal anchors were so seldom seen there in the 1800s that when local seiners snagged one and dragged it ashore, no one knew what it was. Those being the days when aged people instead of teen-agers were the wise guys, the townsmen sought the opinion of the community's oldest citizen. He came tottering from his chimney corner, the story goes, surrounded by the delegation that had fetched him. He stopped beside the anchor and gazed upon it.

"'Ee ask me, do I know what a es," he quavered, "and I'll tell 'ee I *do* know what a es! 'Tes a oogly, g'eat auvergrawed *pick*, that's what a es!" Thereupon, he turned and retraced his steps to the chimney corner. And no doubt the fisher-folk dragged the "ugly, great overgrown pick" back aboard a boat, floated it off shore and gave it the deep six.

A variation of sea-stones and strop-stones and an improvement upon them is a type of anchor called a "killick." Forms of killicks have been found in England, Norway, Germany, Canada and Siberia, among other places. They are anchors in which a rock is combined with wood to provide better holding qualities than offered by stones alone. A simple form of killick consists of a forked branch of elm-wood placed astride a wedge-shaped rock. The ends of the two "legs" pierce a larger log placed cross-wise beneath the third side of the wedge and are secured through it. By attaching the anchor line to the "body" of the elm fork, one has an effective anchor. The stone was often a semi-hewn boulder from a ruined wall, and would be a sort of heirloom in the family.

Other killicks were made by forming a large plus-sign with two short logs. The rock was placed on the intersection of the logs and surrounded with smaller limbs of trees which pierced the four log-arms and were lashed together above the rock. The Siberian killick was composed of an egg-shaped rock with four branches lashed about it. The branches had snags pointing outward and forward, to dig into the sea floor and prevent the killick from dragging. Much the same type of anchor was made by using a flat rock with two limbs lashed onto each side, also with forward-pointing snags.

The evolution of anchors from sea-stones to killicks, and on to anchors as we observe them today, seems to have been quite logical. With steel becoming more plentiful, curved metal straps came to replace the snaggy tree-limbs. Since these were heavy enough to stay down of their own accord, the rock could be replaced with a wooden shank. The wooden portion diminished in importance as time went by, and soon disappeared entirely. Still, at this moment more than one craft is probably moored somewhere with a sea-stone or a killick, or even with a caboolen.

The name "anchor" is derived from the Greek word for "hook" or "crook." Indeed, early Greek anchors are said to have looked much like an overgrown fishhook or an "old-fashioned" anchor with no stock and only one arm.

A number of interesting phrases are used in connection with anchors—aside from those related to retirement ashore. The "anchor watch," for instance, would seem to be a peculiar term if one didn't know its origin, for the anchor watch doesn't watch the anchor—any more, at least. But it used to. The anchor watch was stood in the old days only when the ship was tied up at the dock and the anchors were stowed on deck. The reason for this was, as one historian put it, to watch "lest some miscreants from ye other ships about, steal ye anchors while they sleepe."

And when men sing "Anchors Aweigh," they may never guess that they are using a derivative of the old English word "woeg." In this case, the meaning is still retained, for "woeg" meant "to raise."

Like ships' bells, anchors often serve ashore as mementos of certain ships or as ornamental items before public or semi-public buildings. They are admirably suited for this purpose, being pleasant in appearance, an important part of the ship, and yet small enough to be transported—on a flat car at least.

Recent metallurgical developments have given us an anchor material with twice the yield strength of previous steels. Progress continues, and it is a long way from a sea-stone to the anchors that will moor the super-carrier. Still we haven't managed to un-foul the fouled anchors that appear on officers' and CPO's caps, wardroom silverware and boat insignia. No one even remembers who designed that curse on a boatswain's mate's life as an emblem to be used the world over.—H. O. Austin, MEC, USN.



Peacetime Battle Against Tropical Diseases

AFTER nearly a year of exploration in the desert and jungles of Africa a small Navy Medical Science Group is back in the U. S.

Consisting of three Navy medical officers, two enlisted men and four civilians, the group traveled over 32,000 miles in the wildest country of Africa and Madagascar. A vast amount of new scientific and medical teaching material was procured, and over 6,000 pictures and 10,000 feet of color movies shot during the trip. Several rare tropical animals were captured and turned over to U. S. zoos and research institutes.

Primary purpose of the expedition was to obtain an intimate knowledge of tropical diseases, their diagnosis, clinical manifestations, treatment and methods of control and prevention. The information collected is being used to aid in research and preparation of preventives and in the treatment and control of these diseases within the armed forces.

The valuable collection of photographs and colored motion pictures will be used for teaching purposes and clinical photographs at the U. S. Naval Medical School, Department of Tropical Medicine, Bethesda, Md. Parts of the large collection of scientific specimens such as rodents, insects, etc., will be turned over to civilian institutions to help fill in important gaps in their scientific collections.



SCIENTIST stands with a foot in each hemisphere. Group traveled over 32,000 miles on the Dark Continent.

Blood specimens were taken from approximately 100 different types of animals, birds and reptiles such as monkeys, elephants, water buffalo, white-faced tree ducks, cobra, puff adder and turtles. Although much research work remains to be done on these blood specimens they are already known to contain several new types of blood parasites. Blood parasites are microscopic animals which live in and subsist on the blood of other animals, man included. The "germs" of malaria, sleeping sickness and filariasis (which causes elephantiasis) are examples of blood parasites.

Several animals rare in captivity were brought back by the group. These included elephant shrews, African guinea fowl, African francolin partridge, side-neck turtle, chameleon, and a lemur.

Starting out from Cairo, Egypt in two 2½-ton trucks and two jeeps, the group drove across the Nubian Desert, followed the Nile River through Anglo-Egyptian Sudan and the big game country, then southward through Uganda to the magnificient Victoria Falls. Next they zig-zagged through Tanganyika Territory and the Belgian Congo and onward through Northern and Southern Rhodesia and down along the borders of Bechuanaland and Mozambique into the Union of South Africa to Capetown. Here they were picked up by USS *Huntington* (CL 107) and returned to the U. S.

Dozens of side trips were made by small groups branching off from the main party as they moved southward. One excursion was made from the coastal city of Mombasa, Kenya, to the island of Madagascar, which lies in the Indian Ocean off the southeast coast of Africa.

Officer in charge of the group was Captain James J. Sapero, MC, USN. Other Navy personnel who made the trip were Commander Julius M. Amberson, MCR, USNR, a medical research specialist; Commander Trenton K. Ruebush, MSC, USN, a parasite specialist; Deaner K. Lawless, HMC, USN, a research assistant, and Harley F. Cope, AF2, USN, photographer.

Driving through some of the most spectacular scenery in the world, the group traveled in the manner of an African safari. Using a compass for navigation, they drove across miles of desert, over narrow jungle trails and thousands of miles through wild country. Although canned food was carried in case of emergency, the group frequently subsisted on game which was cooked by their native cook over an open fire.

"You haven't lived." says Chief



MALARIA specimen is examined under microscope. The expedition collected information to be used in the prevention and control of tropical diseases.

Lawless, "until you've tasted wild boar, antelope, and guinea fowl roasted over an open fire. It was the finest food I've ever eaten."

Each night the group stopped and set up camp. Using sleeping bags, cots and mosquito netting, they slept out in the open and were sometimes awakened during the night by prowling animals.

Animals, reptiles and fowls from which blood samples were desired were obtained by hunting, trapping or hiring natives to procure them. The volume of specimens gathered became so great they ran out of containers. "An old native brought in a cobra in a five-gallon can that almost ended my naval career," says Chief Lawless. "I left a slit in the top of the can so it could get some air and stowed it with the other animals in a hut. Later that evening when I was feeding the elephant shrews several of the critters got away and scampered around the hut. I was down on my hands and knees chasing them when I looked up and there staring me in the face was the cobra. He was coiled on top of the can, ready to strike. I fell over backwards and crawled away on my back. Why it didn't strike I'll never know. We finally recaptured it and stowed it safely away."

In the vast Aturi Forest which lies in the northeastern section of the Belgium Congo they met the famed African pygmies. Living at the edge of this forest near the "Mountains of the Moon" were tribes of seven-foot giants.

Cope, a veteran of the Byrd Antarctic Expedition and the Bikini Bomb Test, also had his share of hazardous duty during the trip. Once leaving the main party in a jeep for a photographic "hunting" mission he ran into trouble. "I was driving along over what I thought was solid ground when suddenly the jeep dropped three feet in quicksand," says Cope. "A can of gasoline in the back seat flew up hitting me on the head and knocking me cold."

Cope obtained valuable movies showing natives in each stage of the development of leprosy, sleeping sickness and many other tropical diseases.

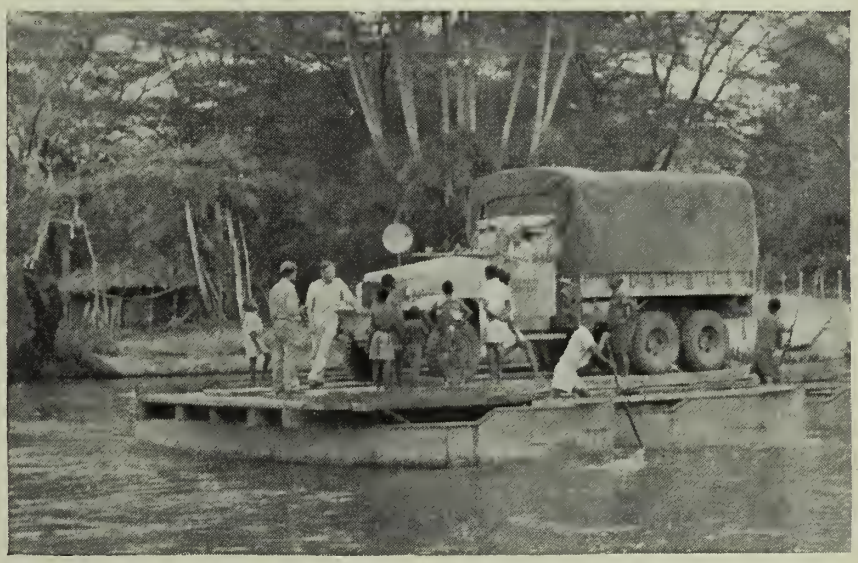
The Navy Research Group operated as a unit of the University of California's African Expedition. The huge amount of research and teaching material, returned to the U. S., will be of distinct aid in the cure and prevention of many tropical diseases.



NATIVES bring in trapped animals from which blood samples were desired.



SAFARI pauses for evening meal consisting of game cooked over open fire.



FRIENDLY natives helped float the trucks across the swift African streams.

LETTERS TO THE EDITOR

Discharge by Purchase

SIR: During a friendly debate the question arose whether or not it was possible for a person to purchase his way out of the Navy. Could you give us some information on the subject?—L. D. P., MEFA, USN.

• *The practice of discharge by purchase was discontinued by the Navy in August, 1916, and none has been granted since. In lieu of discharge by purchase, discharge is granted at no cost to the man or his family, when existing conditions, such as family hardship or dependency, are of such a nature as to justify the man's release.*—ED.

Secret Symbols

SIR: To what general publication would you refer, if you wanted to find the correct procedure when placing "zeros" before serial numbers on classified matters, etc?—B.M.R., CHGUN, USN.

• *There is no publication containing this information since the numbering system differs among the various Navy bureaus. There is no mandatory procedure; usage rather than actual direction has endorsed the practice of placing zeros before serial numbers on classified letters.* —ED.

Ship Reunions

News of ship reunions and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

• USS *Monterey* (CVL 26): Reunion on the second Saturday in June in New York City, N. Y. Write to Thomas V. Irwin, 176 E. Webster Ave., Roselle Park, N. J.

• Waves: national reunion commemorating the seventh anniversary of Navy service women to be held in the Hotel Statler, Boston, Mass., 30 July 1949. Both active duty and inactive Waves are eligible.

The planning committee needs assistance in obtaining names and addresses of the many Waves whose addresses are unavailable. The name (present and last name while on active duty) should be sent to: Waves Reunion Committee, Box 302 Back Bay Post Office, Boston 17, Mass. A detailed announcement concerning plans will be mailed well in advance.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Advancement to Pay Grade 2

SIR: Do personnel reenlisting under broken service have to serve six months at sea in pay grades 3 or 4 in the current enlistment before advancing to pay grade 2?—M.H.C., RM2, USN.

• *All sea duty counts toward eligibility for advancement to pay grade 2, whether reenlistment was effected under continuous or broken service.*—ED.

St. Louis Also Had NUC

SIR: In the February 1949 issue of ALL HANDS, Letters section, you listed the decorations *St. Louis* is entitled to. I believe you forgot to mention the fact that she was also awarded the Navy Unit Commendation.—A.J.S., CDR, USN.

• USS St. Louis *(CL 49) received the NUC for her participation in several major Pacific engagements.*—ED.

Plank Owners' Certificates

SIR: I was discharged before my ship went out of commission, could I get a plank owner's certificate? — L.E.Z., ex-yeoman.

• *Plank owners' certificates are issued by the vessels that personnel are serving in at time of commissioning and not by the Navy Department. The Bureau of Personnel does not have the facilities to carry out such a program even if it so desired.*—ED.

FR Pay and GI Bill

SIR: I am eligible for extended GI college training under the provisions of Public Law 190 (79th Congress). Can I receive both Fleet Reserve retainer pay and the normal monthly GI subsistence allowance in the event I transfer to the Fleet Reserve?—L. H. E., PNC, USN.

• *Yes. Fleet Reserve retainer pay is not considered productive labor pay by the Veterans Administration when it determines the amount of subsistence due a trainee under the G.I. Bill. Therefore, assuming you were pursuing a course of full time institutional training and that you had no productive labor income, you would be entitled to the maximum subsistence payable.*—ED.

Change in Ratings

SIR: I am an ex-Seabee now stationed on board an air station. I would like to know if I can submit a request for a change of rating to the new rate of driver as I have had more experience in operating heavy equipment than in the rating I now hold?—C.E.R., BM3, USN.

• *A commanding officer's recommendation for such a change would meet small chance of receiving favorable consideration unless you were serving in a Construction Battalion organization at the time of your request. Driver's rate is a CB rating.*—ED.

Requesting Duty with AFRS

SIR: I am serving in a destroyer on the Pacific. I would like to know if there is any way that I might get duty with the Armed Forces Radio Service as an announcer? I did this type of work in civilian life. Is there any request I can submit?—G.H.B., YNSN, USN.

• *Submit an official request for duty at AFRS to the Commander Service Force Pacific, outlining in details your qualifications. Your request should be submitted via the chain of command.*—ED.

Awakening Sack Artists

SIR: Is there now, or has there ever been, a regulation in the Navy regarding the proper procedure for holding reveille? Also, can you tell me where to find a scientific method of waking a sleeping person?—F.W.W., BMC, USN.

• *This is one of the most original inquiries that we have ever received. We investigated the matter but were not able to uncover any Navy-wide regulation regarding reveille. It is suggested that you refer to the Bluejacket's Manual, training manual for masters-at-arms, training manual for BMs, or fleet and ship regulations.*

Regarding a scientific method of waking a sleeping person we have several suggestions. (1) That the person you desire to wake be given a shot of the revolutionary new serum "Autowake" prior to hitting the sack at night. This serum, sort of a "mickey" with reverse english, comes in special time doses. There is a different dose for different times. Should you want the person to wake at 0539, give him a shot of "Autowake 0530." It literally, automatically wakes *the man. (2) If you have consistent trouble in waking an individual, then feed him gallons of joe and keep him awake all night.*

The only other scientific method we have on hand for waking a sleeping person is to hold his nose. Your medical officer may be able to suggest a more scientific method.—ED.

Which Chief Is Senior?

SIR: Shall a chief machinist's mate with date of appointment to pay grade 1A as 1 July 1940, or a chief boatswain's mate with date of appointment to pay grade 1A as of 1 July 1942, preside as president of the CPO's mess in which they are both members?—W.L.G., BMC, USN.

• *The BMCA would be the mess president as he is the senior chief petty officer. See Article C-2102 BuPers Manual, 1948.* —ED.

Strictly Scuttlebutt

SIR: I heard scuttlebutt that the Navy is planning to establish a special rank for naval aviation pilots to be called "Flight Officer." Is there any definite information available on this?—F.W., PR1, USN.

• *Word to the effect that a special rank or rate of "Flight Officer" is to be established for naval aviation pilots is pure scuttlebutt. The establishment of such a rank or rate is not contemplated by the Navy Department.*—ED.

Neptune Certificates

SIR: Can you tell me how I can go about getting a Neptune Certificate? I crossed the equator many times during the war but no certificates were ever given. I have heard that BuPers will issue Neptune Certificates upon request.—H. J. S., SC, USN.

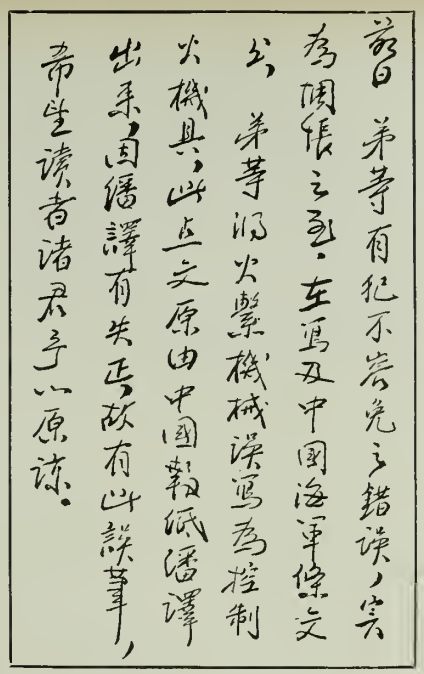
• *The Bureau of Naval Personnel does not issue Neptune Certificates. However, it has endeavored to help personnel in such matters. Requests sent to BuPers are turned over to the commanding officers of the ships served in, if still in commission, for action by the CO.*—ED.

Story of Stewart

SIR: I remember reading an interesting story concerning USS *Stewart* (DD 224) in an old copy of ALL HANDS. Could you tell me what issues and how I can go about obtaining back copies.—G. D., Jr., JOC, USN.

• *Back copies of* ALL HANDS, *if available, may be purchased by directing a request to the Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C. Single copies are 20 cents each. The articles you refer to appeared in the April* 1946 *(p. 49) and July* 1946 *(p. 50)* ALL HANDS.

Stewart *was operating as a U. S. Navy destroyer with the Pacific Fleet in* 1941 *and after being heavily damaged and given up for lost in the course of action against the Japanese, was captured by them in Java in* 1942. *She was used as a patrol craft by the Japanese after they had raised and refitted her, and was finally recaptured and recommissioned by Uncle Sam in* 1945. *The unique vessel, while easily recognizable as an American destroyer, is notable for the trunked stack and unusual type most added by the Japanese.*—ED.



TRANSLATION of this Chinese document will clarify our caption writer's confusion.

Controls Fires, Doesn't It?

SIR: I notice a definite error in the January 1949 ALL HANDS, p. 21. You show a picture of fire fighting equipment but below the picture you call it "fire control" equipment. What happened, or as they say in Panama, "que pasa?"—T. J. F., USNR.

• *You are correct. The equipment is, in American terminology, fire fighting and not fire control equipment. In writing the caption from unfamiliar source material (see cut), we seem to have lost something in the translation.*—ED.

Rate Hungry

SIR: Three of us yeoman strikers work in the operations office of an air station and do very little correspondence and filing. Consequently, we don't get enough yeoman work to prepare for YN3. We would like to know if the Navy is going to establish an aviation yeoman's rating and if not what we should do to prepare ourselves for YN3?—Three YNSNs.

• *The Navy does not contemplate establishing a rating of Aviation Yeoman. As to your chances of advancement, your training officer will give you the necessary help in preparing for YN3.*—ED.

Transfer of Household Effects

SIR: I would like to have a little information on the shipment of household effects and the transportation of dependents upon transfer from Regular Navy to Fleet Reserve at expiration of enlistment. Can a man transferring to the Fleet Reserve elect a place of his choice for purposes of transferring his household effects and family?—H.G.S., DCC, USN.

• *Under existing rulings of the Comptroller General and applicable instructions, enlisted personnel transferred to the Fleet Reserve are entitled to transportation of dependents from the last permanent duty station prior to release to the official residence as shown in the man's current service record. Members of the Fleet Reserve may not select a home for the purpose of obtaining transportation of dependents to that place.*—ED.

Wisconsin Veterans' Bonus

SIR: I was reading your article on state bonuses in your January 1949 ALL HANDS. Tut! Tut! You stated that the voters of Wisconsin rejected a bonus for veterans. On the ballot I signed, it said that if the people voted for it, it would not bind the legislature. From this, I believe it was not a true referendum but more of a political poll.—M.A.M., ICC, USN.

• *The statement objected to is based on a letter from the Director, Department of Veterans Affairs, State of Wisconsin which reads in part, ". . . at the election 2 Nov 1948, the referendum on the question of paying a bonus to World War II veterans was defeated."*—ED.

Still Lots of 'Class'

SIR: I notice in your February 1949 ALL HANDS that the ratings when written in full are followed by the word "class." There seems to be varied opinion on this matter. Some people think the discontinuance of the "c" after the abbreviation of the rating also discontinues the use of the word "class" when the rate is written in full. I would like to know the official procedure?—G. J. S., YN1, USN.

• *The abbreviation YN1 is the authorized abbreviation for Yeoman first class. Establishment of the new rating abbreviations did not eliminate use of the word "class" in the complete titles of rates. See Article C-2102, BuPers Manual,* 1948. —ED.



USS *Stewart*—Fought under American and Japanese flags, disposed by Navy in May 1946.

Rate Changes for TNs

SIR: I am now in the steward's branch. Can I have my rate changed? If so, how must I go about it?—H. D., TN, USN.

• *As commanding officers do not have authority to change rates of TNs under Article C-7213(1), BuPers Manual* 1948 *or any other general authorization, individual authority need be obtained by COs from the Chief of Naval Personnel. If your CO considers you qualified, he may recommend you for an appropriate change in rate, attaching a completed examination report to the recommendation. All recommendations received in the Bureau of Naval Personnel are given careful consideration prior to issuing approval or disapproval.*—ED.

More on Arizona

SIR: In you Letters section, December 1948 ALL HANDS you told R. J. H., PFC, USMC, that USS *Arizona* has been covered over and serves as a sort of pier. I am sorry but you are wrong. Her hull is still there and parts of her upper decks are very well observed by everyone here. It has not been covered over and does not serve as a pier.—W. S., BMC, USN.

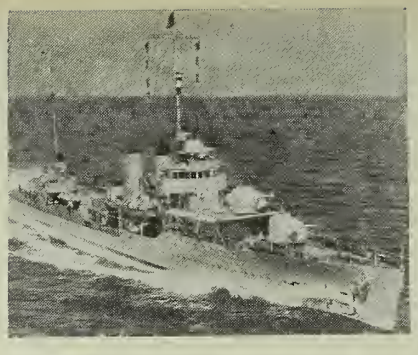
• *A check with the Historical Section of BuShips indicates that the information contained in* ALL HANDS *is correct.* Arizona *does serve as a sort of pier. As for its being covered (ahem),* ALL HANDS *did not go too far into detail in its previous answer as to how the* Arizona *was covered. Further research reveals that it is well covered—with water.*—ED.

Location of Draftsman School

SIR: I am inquiring as to the whereabouts of a Draftsman school for enlisted personnel of the U. S. Navy. Also I would like to know the entrance qualifications. —W. H. C. MR3, USN.

• *Naval Schools, Draftsmen, Class "A" and Class "B" are located at the Naval Station, Port Hueneme, Calif.*

Rates of DMC, DM1 and DM2 are eligible to attend the Class "B" school. DM3, SN, SA, FN and FA who have a minimum combined score of 100 *on GCT and ART are eligible for the Class "A" school. However, the number of draftsmen in the Navy has exceeded the requirements of the rating and no inputs of Regular Navy personnel to the Class "A" school are anticipated in the near future.*—ED.



USS *Dewey* (DD 349)—Participated in Lae-Salamaua raid and other Pacific campaigns.

Disposition of Dewey

SIR: I served on board the destroyer *Dewey* the early part of 1942. After the battle of the Coral Sea I was transferred. What is her disposition now?—V. P. W., ENS, USNR.

• USS Dewey (*DD* 349) *was disposed of by sale through the Navy Vessel Disposal Office in December* 1946.—ED.

Duties of USNEVs

SIR: I would appreciate it very much if you would clarify the article on USNEVs published in the December 1948 ALL HANDS especially in regards to their assignment to mess cooking and compartment cleaning details?—I. S., SA, USN.

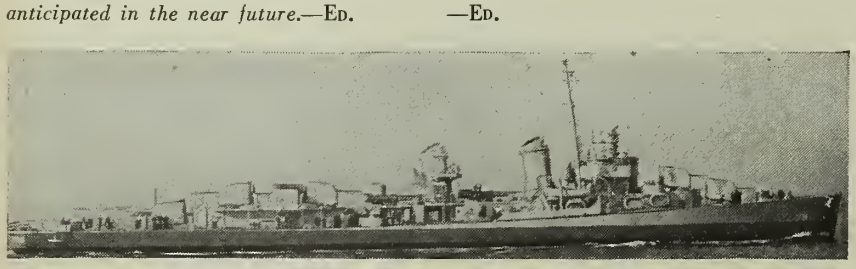
• *"Although* USNEVs *should be required to assume their proper share of messman and compartment - cleaning duties, they shall not be assigned to excessive periods in such duties nor be eligible for rotational messman duty at the training center. In no case will they be assigned more than a total of six weeks in this type of duty during their service afloat."*

This information has been quoted from BuPers Circ. Ltr. 183-48 (*NDB,* 15 *Oct* 1948) *and should answer your question. For additional information it is suggested you refer to the circular letter.*—ED.

Awards to APA

SIR: I would like to know what service ribbons and stars USS *Hyde* (APA 173) is entitled to for her part in the Pacific war?—E. M. H., USN.

• USS Hyde (*APA* 173) *is eligible for the Asiatic-Pacific Campaign Medal with one star, China Service Medal and the Navy Occupation Medal with Asia clasp.* —ED.



USS *Philip*—Now in LantResFlt, Charleston, S. C., is star-studded Pacific veteran.

Where to Reenlist

SIR: Prior to receiving shore duty orders I extended my current enlistment for one year in order to be eligible for this duty. It is anticipated that I will reenlist at the expiration of current enlistment but prior to the effective date of the extension. Is there a directive that permits a man to choose his locality for reenlistment or will the reenlistment have to be effected at my present duty station? —W. R. C., SK2, USN.

• *In accordance with Article C-*1406, *BuPers Manual, an extension agreement may not be cancelled, for the purpose of permitting reenlistment, until shipping articles for the reenlistment have been executed. Therefore, reenlistment in such cases can be effected only in the ship or station to which the individual is attached.*—ED.

Any Room for CPAs?

SIR: Are there any provisions under which a certified public accountant can receive a commission in the U.S. Navy? —J.H.F.

• *Direct appointments in the Regular Navy are being made at this time only in the dental, medical, chaplain, civil engineer and supply corps, and as ensigns in flight training.*

To be eligible for appointment in the supply corps, the candidate must be a graduate of an accredited college or university and must not be less than 21 or more than 25 years of age on 1 July of the year in which appointed. Appointments for those who qualify will be made in the rank of ensign.—ED.

Ship and Unit Awards

SIR: I believe the information in regards to the war record of USS *Philip* (DD 498) in December 1948 ALL HANDS was incomplete. I would appreciate it if you would look into the matter and inform me if I am right.—J.G.R., Jr., CDR, USN.

• *Persons desiring information on the decorations, medals, ribbons and badges a specific ship or unit is entitled to are advised to refer to the new NavPers 15,-790 distributed by the Bureau of Naval Personnel. This book has been distributed throughout the Navy and to all units, Regular and Reserve, which have a need for such a publication. It lists stars, medals and awards earned by every ship in the Navy. It gives a brief history of the awards and the procedure by which they are awarded.*

Personnel who wish to know the number of awards presented their particular ship can contact their local ship or station's personnel office; recruiting stations, district headquarters or almost any naval activity of any size.

Philip *is entitled to the Philippine Liberation Ribbon with one bronze star plus the American Theater Campaign Medal and the Asiatic-Pacific Campaign Ribbon with 14 battle stars.*—ED.

Fate of Kitkun Bay

SIR: Could you tell me what has happened to *Kitkun Bay?*—R. N. N., RM2, USN.

• USS *Kitkun Bay* (*CVE* 71), *a veteran of the Battle for Leyte Gulf, was sold by the Navy through the Navy Vessel Disposal Office.*—ED.

That Hashmark Article

SIR: Concening your article in January 1949 ALL HANDS about hashmarks. Your article clearly stated that Uniform Regulations does not mention or give authority for a man who has completed a minority enlistment (with less than four years service) to wear a hashmark.

Since, as your magazine itself says, ALL HANDS and its opinions are not necessarily those of the Navy Department, what constitutes authority for your statement that says, "Contrary to popular belief, naval personnel who have completed minority cruises are permitted to wear service stripes. They are the only persons entitled to wear hashmarks for a period of less than four years." Especially when you consider the fact that Uniform Regulations does not condone such action.

Since ALL HANDS does not stick its neck out and actually give authority for a man to wear a hashmark after completing a minority cruise with less than four years of service, and Uniform Regulations does not give authority, then who does?—J. C. C., YN1, USN.

• *There seems to be some confusion regarding the status and relation of* ALL HANDS *magazine to men of the Navy.* ALL HANDS *is the Bureau of Naval Personnel's "Information Bulletin" and is "unofficial" from the standpoint that information it publishes concerning regulations, orders and directives does not constitute authority to take administrative action.* ALL HANDS *is sanctioned by the Chief of Naval Personnel with the approval of the Bureau of the Budget. Its editorial offices are located within the Bureau of Naval Personnel, Washington, D. C. The point that must be remembered is that* ALL HANDS *is a medium for supplying news and items of interest to naval personnel—and is not the originator.*

For instance, in the case of "ALL HANDS *Supplies Clinchers for 'Hashmark' Arguments" p. 43, January* 1949, *the article was written from information furnished by the Head of BuPers' Uniform Section. As the article states, there is no official directive authorizing the wearing of service stripes by personnel completing a minority cruise at this time. However, since* 1912, *the various Uniform regulations have, with relation to service stripes, provided that all reenlisted men shall wear service stripes. Except for a couple of short intervals during that time they have further provided that there shall be one stripe for each four years of service during the period* 1913-20 *for an enlistment of three or four years. Under these provisions it was interpreted that enlisted men who reenlisted after discharge from a minority enlistment. were entitled to wear a service stripe.* —ED.

Continuous Service

SIR: There is a disagreement between a storekeeper and myself. He enlisted 4 Jan 1943 (Naval Reserve) and was discharged 28 Mar 1946. He then reenlisted 27 June 1946 (exactly 89 days after discharge) and was recalled to active duty as a stationkeeper 16 Oct 1946. He says that he is entitled to count the period between 28 Mar 1946 and 27 June 1946 as continuous service for purposes of retirement and longevity. I say that he is wrong. How about it?—P. J. S., YN1, USNR.

• *You are right. The period from* 28 *Mar* 1946, *the date of discharge from the Naval Reserve, to* 27 *June* 1946, *date of reenlistment in the Naval Reserve, is not countable for any purpose whatsoever. Regular Navy personnel reenlisting in the Regular Navy are entitled to their former ratings if the period between enlistments is less than three months. Personnel in the Reserve who are discharged and are reenlisted in the Naval Reserve are given their former ratings without any time element being involved. So in fact, a three months' period of grace does not help or hinder personnel in the Reserves. The storekeeper mentioned becomes entitled to six years longevity* 1 *Apr* 1949.—ED.

FTG Duty Is Shore Duty

SIR: I was stationed at the Naval Training Center, Newport, R. I., with the Fleet Training Group from 1 Feb 1945 to 1 Sept 1946. Does this time count as shore duty?—H. F. C., BTC, USN.

• *The period you served in the Fleet Training Group counts as a normal tour of shore duty. Refer to paragraph* 1, *sub-paragraph* 3, *Part* 1, *BuPers Circ. Ltr.* 101-48. *You will be eligible to apply for shore duty when you have completed four years' continuous sea and overseas service in accordance with paragraph* 2(a) *of BuPers Circ. Ltr.* 101-48 (*NDB, AS&SL January-June* 1948).—ED.

More Dough Than the CO?

SIR: Is it stated in print or in any official publication, that no officer, warrant officer or member of the crew, can draw more money on payday than the *Old Man?*—*T. E. P., DK3,* USN.

• *Not at the present time, anyway, and information available does not indicate that there has ever been such a practice in the Navy*—ED.

No Fee for Cashing U.S. Check

SIR: Can you tell if there are any directives out authorizing a disbursing officer to collect a fee for cashing a check drawn upon the Treasury of the United States —W.B., PNC, USN.

• *There is no authority, or are there any directives, delegating authority to a Navy disbursing officer to collect a fee for cashing a check drawn on the Treasurer of the United States. Procedures for cashing U.S. Treasury checks by Navy disbursing officers is contained in paragraph 53245 of BuSandA Manual.*—ED.

Navy Medals for Merchant Mariners

SIR: I served in the Merchant Marine during the last war, but I held a Reserve commission in the Navy. Would this fact authorize me to wear the service medals worn by naval personnel?—F. W. W., ENS., USNR-O.

• *World War II medals are authorized only to personnel serving on active duty with the U. S. Navy or Naval Reserve. Service with the Merchant Marine entitles individuals to ribbons authorized by that organization.*—ED.

Wants Another Chance

SIR: I flunked out of a Class "A" electronics technician's school because of lack of interest. (1) Is it possible for me to attend this school again during this enlistment? (2) Is there a specific amount of time necessary (obligated service) for me to attend this school again? (3) If I agreed to extend my enlistment for the necessary obligated service, what reference would I use?—E.E.H., SN, USN.

• *(1) Students dropped from the Naval Schools, Electronics Technicians, Class "A" are eligible to attend these schools any time subsequent to 18 months from the date they were declared inapt. (2) Yes, two and one-half years obligated service upon date of entry into school. (3) Article C-1406 BuPers Manual 1948.* —ED.

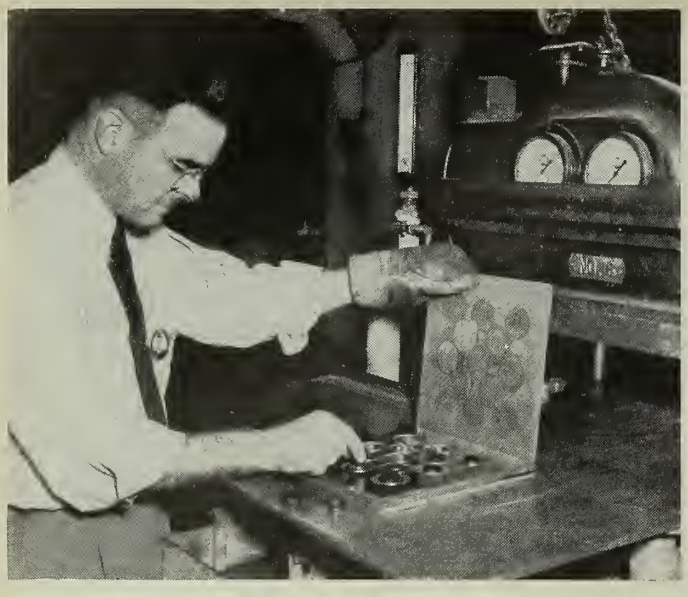
Instructor's School

SIR: Would you please give me the details on the Navy's instructor school at Norfolk, Va.?—J. M. F., FN, USN.

• *Detailed information about the instructors' school is contained in BuPers Circ. Ltr.* 231-48 (*NDB,* 15 *Dec* 1948).

A basic four-week course for officers and enlisted personnel has been set up at U. S. Naval Receiving Station, Norfolk, Va., and U. S. Naval Training Center, San Diego, Calif. Quotas should be requested directly from the officer-in-charge and the commanding officer, respectively, of the schools.

As you are so close to the instructor's school in Norfolk, Va., it is suggested that you drop around and pay it a visit.—ED.





LABORATORY at Mare Island shipyard uses finest equipment available to do Navy's research and development work.

This Navy Laboratory Has a Lot of Snap

TO the casual observer there may appear to be hardly enough rubber needed in the construction of a warship to make a pair of overshoes. Yet probe into the ship's innards and it will be discovered an amazing amount of this vital material is used.

A modern fighting vessel could not operate without the thousands of rubber items used in its construction and encasing its "nervous system." Enough rubber was used in building each of the *Midway*-class carriers to manufacture 6,000 automobile tires. Over 60,000 pounds of the tough, elastic substance are used for gaskets, insulation and watertight integrity.

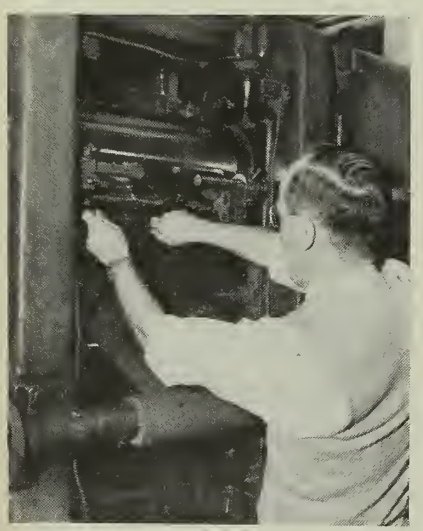
Because of the wide use of rubber in naval vessels, shortly before World War II the Navy established a rubber laboratory at Mare Island Naval Shipyard, Vallejo, Calif. The mission of this facility was to conduct research and development work on natural and synthetic rubbers and to supervise from a technical standpoint the manufacture of rubber articles by the shipyard.

The rubber laboratory was established just in time. With the main sources of natural raw rubber cut off by Japanese expansion, the U. S. was forced to turn to synthetic rubber for its needs. The Navy felt the shortage most in its increasing need for gaskets.

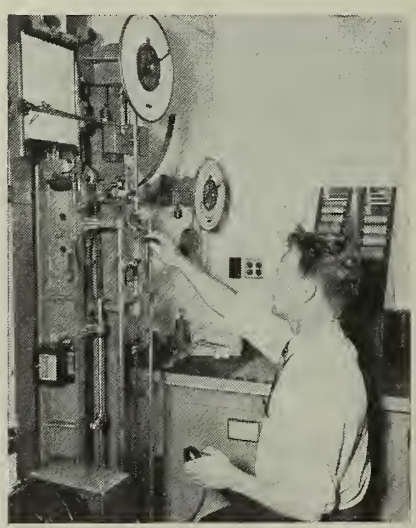
Gaskets are among the most important applications of rubber in a naval vessel. They are used in critical locations such as airports, watertight doors, hatches and torpedo tube breeches. These gaskets had always been made from natural rubber, but with the critical shortage it was realized that gaskets for some, if not all applications, would have to be made from synthetic rubber.

At that time the synthetic rubber picture was rather hazy. The manufacture of certain types of synthetic rubbers was just starting in this country, and most rubber companies were engrossed in the substitution of synthetic rubber for natural rubber in their own products. Additional facilities to study the Navy's rubber were scarce. As a result, the Mare Island Rubber Laboratory was assigned the problem of deciding which synthetic rubbers to use in gaskets needed by the Navy, and how these rubbers should be compounded.

Propeller shaft coverings, submarine battery compartment linings and hundreds of different types of gaskets were molded from different types of synthetic rubber compounds and tested exhaustively. Almost 2,000 different materials are used in rubber



UNVULCANIZED rubber is sheeted out on a calender. Lab machines are generally the best available.



COMPLEX machine checks tensile strength of vulcanized rubber against Navy's hard and fast requirements.

compounding, and many of these may be used in different proportions. Gasekts had to be tested to insure that they exerted a sealing force in spite of heat, cold or swelling action of water, oil and gasoline. Wire insulation had to have good electrical properties even though immersed in water. Hundreds of tests were conducted and the results forwarded to BuShips.

The findings of the rubber laboratory's investigations were turned over to the rubber industry by BuShips, and were invaluable in aiding these companies to turn out dependable rubber products the Navy needed. This information was also used by naval shipyards engaged in manufacturing gaskets and other rubber items for shipboard use.

Since the war the rubber laboratory has continued its research and testing program of rubber products for naval use. Tests are also being conducted on plastic products the Navy has under consideration for use.

The functions of the laboratory have expanded considerably since its inception. Now, as during the war, it acts as a consulting agency for the Natural Rubber Research Station of the Department of Agriculture. In addition, a training program has been established and several classes of naval personnel trained in rubber manufacturing procedures for duty in shipboard rubber shops.

Equipment used by the Rubber Laboratory conforms closely with that used by the commercial rubber industry. The machines used for mixing, pre-shaping and vulcanization are similar to comparable industrial equipment except for size. The raw stocks are usually vulcanized into the shape of test specimens, but finished products such as shock mountings or tubing are made when developing manufacturing procedures for shipyard rubber shops. Most of the civilian technologists who staff the laboratory have had previous experience with firms.

At present the laboratory is engaged in development work for the Naval Air Station, Alameda, Calif.; Naval Ordnance Test Station, Inyokern, Calif., and the Navy Eelctronics Laboratory at San Diego, Calif. Many manufacturing procedures are being developed for shipyard rubber shops. Whenever an activity of the Navy wants to know whether or not a rubber product will meet its requirements, the technologists of the Rubber Laboratory are ready to find out what makes it stretch.

All-Navy Entry Best Photo in All-Service Contest

The first annual world-wide all-service amateur photography contest has been judged, with the grand prize going to a Marine lieutenant colonel. Entries were grouped under three services—Army, Navy and Air Force—with Marine and Coast Guard contestants included under Navy.

Winner of the grand prize was LtCol Richard W. Wallace, who at the time of the contest was attending the Marine Corps Amphibious Warfare School, Quantico, Va. His winning entry, entitled "Small Fry," took second prize in the "people and customs" category of the preliminary All-Navy contest. Another of his photos, "Candlelight," was awarded an honorable mention in the "general pictorial" portion of the All-Navy competition.



GRAND PRIZE camera is held by LtCol Richard W. Wallace, USMC, before his winning entry 'Small Fry.'

Each of the three services entered 160 photographs in the finals, making a total of 480 entries. Each service chose three winners in each of five categories, making 45 first, second, or third-prize winners altogether aside from the grand-prize winner. Navy winners and the titles of their entries follow:

• *Category I*—the Armed Forces on and off duty.

First: "Seaman at Work" by Lieutenant (junior grade) Carl V. Ragsdale, USNR, ComServLant. *Second:* "Heat" by Carl B. Bean, ADC, USN, NAS Corpus Christi, Tex. *Third:* "Night Watch—CGC Eagle" by Lieutenant (junior grade) Charles Wayne, USCG, Coast Guard Academy, New London, Conn.

• *Category II*—landscapes and architecture.

First: "Bavarian Baroque" by Commander Quentell Violett, USN, ComServLant. *Second:* "Diamond Head" by Captain Robert A. McKeown, USMC, Camp Joseph H. Pendleton, Oceanside, Calif. *Third:* "Junk" by Cpl William J. Bennett, USAF Marine Corps Schools, Quantico, Va.

• *Category III*—peoples and customs.

First: "Small Fry." *Second:* "Three Other Wise Men" by Major Marshall R. Graham, USMC, NOB, Norfolk, Va. *Third:* "Border Man" by Edward J. Peterson, HMC, USN, U. S. Naval Hospital, San Diego, Calif.

• *Category IV*—general pictorial.

First: "Red Roses in Monochrome" by Captain C. J. Stadler, USMC, Marine Corps Schools, Quantico, Va. *Second:* "Aw Nuts" by Sgt Roy F. Rhoads Jr., USMC, Naval Gun Factory, Washington, D. C. *Third:* "Sunlight and Sea" by Lieutenant Grace N. Person, USN(W), Office of Chief of Naval Operations, Washington, D. C.

• *Category V* — color photographs.

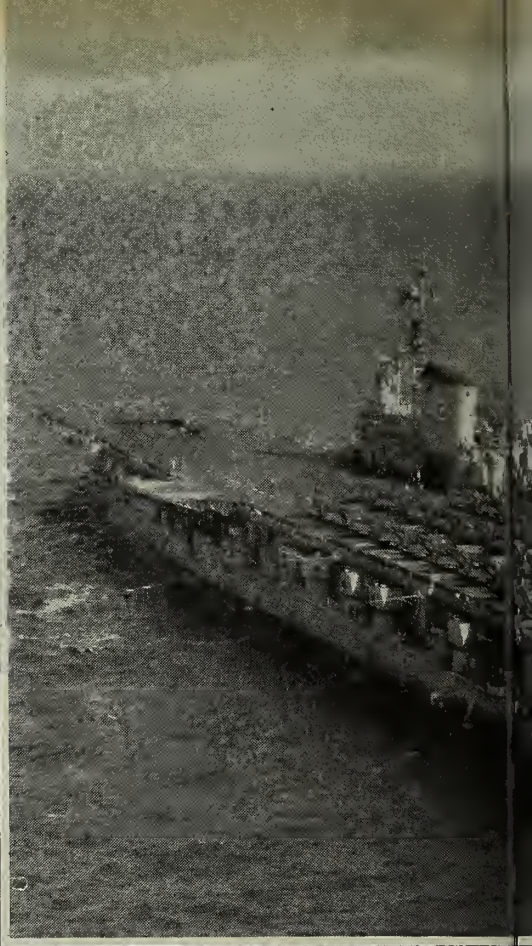
First: "Off Soundings" by Cadet John L. Knabenschun, USCG, Coast Guard Academy, New London, Conn. *Second:* "The Throne" by Victor M. Merchant, QMC, USN, USNTC, Great Lakes, Ill. *Third:* "Hawaiian Flowers" by Charles L. Frazier, AOC, USN, NAS, Patuxent River, Md.

All contestants in the grand finals were awarded certificates of excellence by the secretary of the military branch in which they serve. First-place winners in each category received certificates signed by the Secretary of Defense.

Lieutenant Colonel Wallace received a completely fitted Speed Graphic camera as an individual award for winning the grand prize. In addition, he won first place in category III with the same picture.

All personnel in all U.S. armed services were eligible to enter the contest. Fifteen judges picked the winners. Among the judges was Lieutenant Commander George Dennis, USN, editor of ALL HANDS.





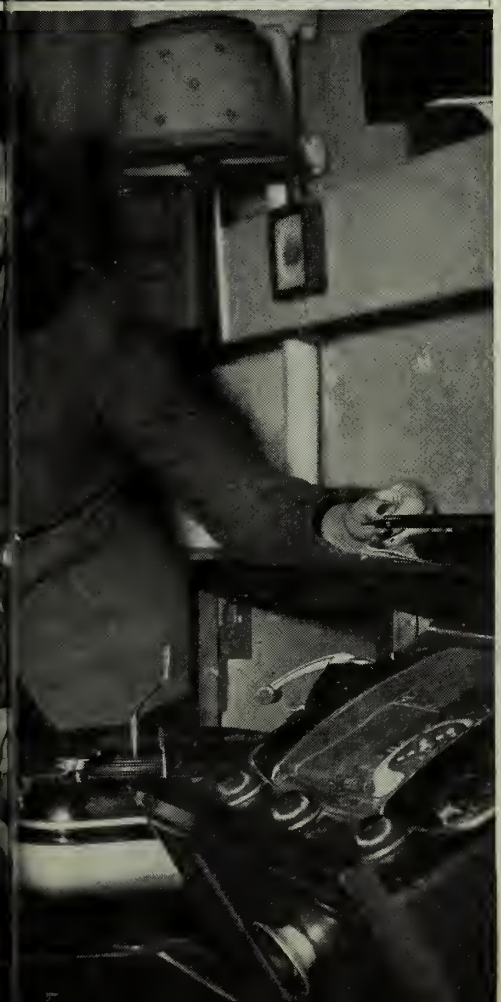






TODAY'S NAVY





New Light Cruiser USS *Roanoke* Is Commissioned, 14,700-Ton Vessel Will Carry Twelve 6-Inch Guns

A new light cruiser, USS *Roanoke* (CL 145), was commissioned April 4 during ceremonies at the Philadelphia Navy Yard.

Roanoke is the second of two *Worcester* class 14,700-ton light cruisers. The other is USS *Worcester* (CL 144), commissioned 26 June 1948. The "light" in the designation refers only to the caliber of the guns, of course, since the displacement of the two ships exceeds that of the *Baltimore* class heavy cruisers of World War II.

Roanoke will carry twelve 6-inch guns in six turrets. The rapid-fire guns will be of dual-purpose design, equally well suited for surface or antiaircraft use. The ship is named for Roanoke, Va., birthplace of Secretary of Defense Louis Johnson.

The Secretary spoke at the commissioning ceremonies.

The Navy in Pictures

MIGHTY corrier USS *Franklin D. Roosevelt* refuels at sea from *Caloosahatchee* during Reserve cruise (top right). Top left: LT I. G. Nelson cautions Seottle skiers about Japonese balloon bombs found recently in the Pocific Northwest. Center left: Five new CPOs, Phifer, Russell, Cunninghom, Minor and Bellofiore, from NARTU Anocostia, D.C., grin hoppily after o hosing down by their shipmotes. Lower left: LT D. N. Field, USNR, explains life in the Waves to four applicants from Seottle University. Lower right: T. C. Cocilo, SA, ond guest listen to phonograph in crew's lounge during visit of USS *Albany* to Noples, Italy.

Mobile X-Ray Unit

Personnel on duty in remote areas where X-ray facilities are not available will be examined by a new mobile X-ray unit delivered to the National Naval Medical Center at Bethesda, Md.

The first unit to be turned over to the Navy, a specially constructed bus mounting a photofluorographic X-ray machine and complete laboratory, was scheduled to begin a survey of naval and civilian personnel in the 6th Naval District.

Similar to a passenger bus, the unit is entirely self-sufficient except for electrical power.

Navy Rescues Islanders

Two groups of South Sea islanders have the Navy to thank for being on their native soil today.

One group was rescued by USS *Jekyl* from an island in the Western Carolines where the natives had found refuge after their little sailing boat had been blown off course and run aground. The 41 islanders were in poor health and running short of food when they were found.

An eight-day search for the other group of six Marshall Islanders ended in their rescue by USS *Hewell*. A lookout spotted the glow of a flashlight and directed *Hewell* to the natives.

The Marshallese had left Carlos Island, Kwajalein Atoll, bound for another small island in a 26-foot converted Navy launch.

YESTERDAY'S NAVY



Two small vessels captured English war cutter in first sea battle of Revolution on 12 June 1775. Naval bombardment of Vicksburg was begun on 26 June 1862. Design of 13-stripe American flag adopted on 14 June 1777.

JUNE 1949

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		



FAMED COMIC Joe E. Brown and nurse LT S. M. Gibbons admire a model cruiser built by Frank Davis, SN, at the U.S. Naval Hospital in Philadelphia.

UN Assignment to Nimitz

Fleet Admiral Chester W. Nimitz, USN, former Chief of Naval Operations, has a new assignment—this time from the United Nations.

Trygve Lie, U.N. Secretary General, appointed the admiral to administer a plebiscite in which the people of Kashmir will express their wish by vote as to whether their rich state at the northern tip of India will join Moslem Pakistan or Hindu India.

The appointment was made after the Security Council asked the Secretary General to name a man of "high international standing and commanding general confidence." Both India and Pakistan approved the choice.

Kashmir has a population of 4,000,000 people but has never had a free election.

BuMed to Establish 'Bone Banks'

"Bone banks" will soon be installed in some naval hospitals, according to plans announced by BuMed. The plan will be made possible by greatly improved methods of freezing and preserving bone.

Here are some of the advantages claimed for keeping human bone available in bone banks for bone grafting purposes:

- Operating time is shortened approximately one-third in most cases.
- One operation usually will be sufficient, instead of the two or more required for moving bone from one area to another within the patient's body.
- With a shorter operation, less shocking to the nervous system, the patient suffers less pain, uses less pain-killing drugs and recovers more quickly.
- Bone grafting operations can be performed with fewer personnel, and the routine practice of giving blood transfusions is almost eliminated.

Frozen human bones have been preserved for more than 10 months in an ordinary ice cream cabinet and then used with success in bone graft operations. The bone bank plan is considered an important advancement in bone graft therapy. The Navy is determining which hospitals will operate such banks.

Peacetime Mercy Mission

USS PC 1546, station ship of the naval station at Tutuila, American Samoa, recently brought the Navy another step forward in its long established friendly relations with the people of American Samoa.

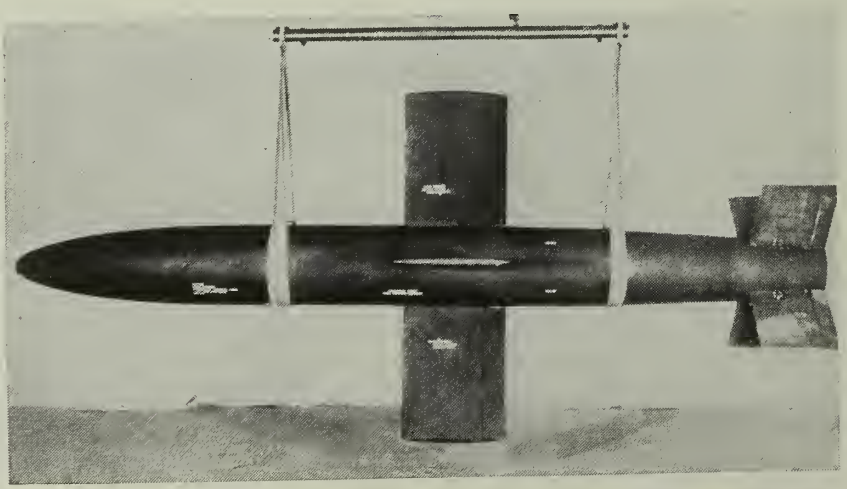
One Saturday evening, High Chief Tuitele and High Chief Faiivae, together with High Talking Chiefs and Chiefs of the village of Leone arrived at Pago Pago for help. Asking the Governor, Captain Vernon Huber, USN, for aid, they explained the distress of four row-boats which had set out the previous Friday for the open seas and shark fishing.

Three of the boats were from the village of Leone and one from Mesepa. High winds had developed through the night and, it was believed, had proceeded to throw the boats off course since none had returned on the night of their scheduled arrival, Saturday.

After conferring with the captain of the yard of the naval station, it was decided to dispatch PC 1546 to search for the missing boats. The station ship departed the harbor at 1800 that evening. At about 2000 she returned towing one boat which was piloted by Aulaumea of Leone Village.

The search was continued shortly after orders were received to continue searching for a period of at least three days. The naval air station at Tafuna on the island was also asked to dispatch a plane to aid in the search.

At about 0600 Sunday morning they set out with High Chiefs and Chiefs of the various villages aboard to aid in the search. Arriving at the village of Leone they found that one other boat had returned safely, leaving two



ROCKET-POWERED ship-to-air guided missile, the Navy's new Lark is currently undergoing exhaustive flight tests at Point Mugu, Calif.

yet to be found. The search was continued.

Time passed slowly on for those on shore awaiting the return of their loved ones, then at 1400, perhaps in answer to many a Samoan's silent prayer, the PC returned—towing the boat which was piloted by Leota of the Leone village. This left only one remaining, that of the village of Mesapa, with 13 men aboard.

Continuing the search and after covering an area within a radius of 100 miles the ship returned to Pago Pago. Now all that could be done was to wait, in hope that the men had reached some island in the vicinity and had been unable to communicate with Tutuila.

Six days of waiting; then, over the radio, word reached the island: "All members are safe at the island of Savaii."

The Navy, as per usual, came through with a fine job and no doubt it will go on Navy record as just mere "routine." But to the hearts and eyes of those who were found and their loved ones, it will be in the memory of the Samoan people long after the last log entry is made.—Hal Davis, SN, USN.

Flag Rank Orders

Flag rank orders for last month:

Fleet Admiral William D. Leahy, USN, Chief of Staff to Commander in Chief, Armed Forces of the United States, reported to SecNav.

Admiral DeWitt C. Ramsey, USN, retired 1 May.

Vice Admiral Arthur W. Radford, USN, Vice CNO, ordered as CincPac.

Rear Admiral Alfred E. Montgomery, USN, Com 17, ordered as ComNOB, Bermuda.

Rear Admiral Frank D. Wagner, USN, ComFair West Coast, ordered as Com 17.

Rear Admiral Ralph W. Christie, USN, ComNavPhil, ordered as General Inspector ComWesSeaFron.

Rear Admiral Samuel P. Ginder, USN, ComCarDiv 2, ordered to ComFair West Coast.

Rear Admiral John J. Ballentine, USN, ComCarDiv 1, ordered as Member, General Board, Navy Department.

Rear Admiral Rico Botta, USN, Staff ComAirLant, ordered as Assistant Chief, Naval Material and Director Production Policy, Navy Department.

Rear Admiral Theodore C. Lonnquest, USN, Assistant Chief BuAer for Research and Development, ordered as Deputy Chief of BuAer.

Reservist Achieves Perfect Score on GED Test

That 10-hour General Educational Development test, over which approximately 2,000,000 people have chewed their fingernails to the elbow, has met its master—finally.

Writing the high school level GED test at NAS Glenview, Ill., Stephen E. Valient, AD1, USNR, answered every question correctly to achieve a perfect grade.

That means—score: 100 per cent.

Education specialists who graded the test battery at USAFI headquarters in Madison, Wisc., couldn't believe their own eyes. Out of two million previous tests written by servicemen and civilians, nary a one had a perfect score before Valient's paper came along.

The man who changed all that is a 30-year-old stationkeeper who began studying for the test a year and a half before he wrote it. Among the 19 titles of books bought or borrowed for the purpose are such volumes as *Mathematics for Technical and Vocational Schools, Elements of Physical and Cultural Geography, The People and Politics of Latin America* and many other works containing as many as four volumes in each.

Valient set his mark and began studying for it, in home study and correspondence courses and at Navy training schools or night instruction classes.

Ever since he had to leave high school after completing only 10 grades, Valient has had in mind getting a high school diploma. As a result of the GED tests, he received not only a diploma but a letter of commendation from the Chief of Naval Personnel for high accomplishment in self education.

In between his homework, Valient has found time to compile a stamp and coin collection of admirable proportions, work at his drafting board, design furniture and spend other time on woodworking and model construction.

He has traveled extensively through the United States, Canada and Mexico, and speaks and reads Czech, Polish and Slovak.

Valient is described as having a "remarkable power of concentration" by an NAS Glenview education officer who reported the perfect grade to the Bureau of Naval Personnel. "Valient conscientiously applied himself to the task of passing his GED test with a high mark and exerted his every effort toward that end."

To educators, the perfect score was like a miracle out of the skies.



FIRST in two million to achieve a perfect grade on GED test is studious Stephen E. Valient, AD1, USNR.

Rear Admiral Charles A. Nicholson II, USN, Assistant Chief BuAer for Design and Engineering, ordered as Fleet Aircraft Maintenance Officer, Staff ComAirLant.

Rear Admiral Marshall R. Greer, USN, ComCarDiv 3, ordered as ComFairWing 2.

Rear Admiral Thomas S. Combs, USN, Deputy Chief, BuAer, ordered as ComCarDiv 1.

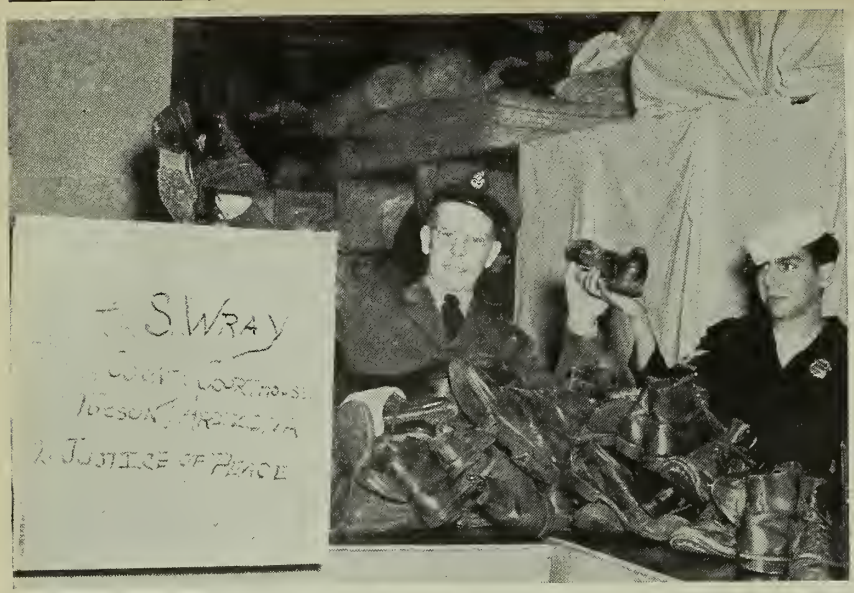
Rear Admiral Austin K. Doyle, USN, ComNOB, Bermuda, ordered to NavOp.

Rear Admiral Francis P. Old, USN, Chief, Naval Advisory Division Joint U. S. Military Advisory Group, China, reported as ComNavPhil.

Rear Admiral William D. Johnson, USN, ComFairWing 2, ordered as Assistant Chief for Material and Services, BuAer.

Rear Admiral Wallace R. Dowd, USN, ComNavShpYd, Mare Island, Calif., ordered as Chief, Office of Industrial Survey, Navy Department.

Rear Admiral Thomas H. Binford, USN, Chief of Staff and Aide ComHawSeaFron and Com 14, ordered as ComCruDiv 1.



NEEDY Navajo Indians were given a helping hand by the Flag Unit, Fair West Coast, which sent shoes and boots that had accumulated in lucky bag.

10 Million Volt Betatron

The Navy's newest X-ray device—a 10,000,000-volt mobile betatron—got its first public showing at a two-day meeting of scientists at the Naval Ordnance Laboratory, White Oak, Md.

The Radiology Section—Building 70 of the $35,000,000 installation—also was open for inspection.

The powerful betatron was used in examining an eight and one-half ton anchor designed for use on a cruiser. X-raying the mud-hook, scientists and engineers were told, would reveal any hidden flaws which might cause failure under the 30-ton strains the anchor may meet in service. Armor-piercing projectiles, armor plate and ship crankshafts are other things which the new X-ray can examine usefully. Also in heavy castings and welds, the machine will reveal cracks, blow-holes and other defects.

Smaller X-rays were also on exhibit at the symposium. One was a 2,000,000-volt unit which previously held the record for seeing through thick steel—eight inches, as compared to 16 inches for the new machine.

Scientists and engineers attended several interesting lectures at the "symposium on non-destructive testing." On the first day a guest speaker told about the success of the Navy's laboratory technicians in testing both enemy and allied ordnance with X-rays. X-ray revealed errors in assembling certain rockets, and also enabled American technicians to learn much about foreign explosives without disturbing adjustments. This, the speaker pointed out dryly, was of particular value to bomb disposal squads, who had a personal and vital interest in their jobs.

Among major topics discussed were "X-ray in science and industry," "non-destructive testing in manufacture and inspection," and "current military applications of non-destructive testing."

Besides the biggest and second-biggest portable X-ray devices, NOL exhibited a microflash generator, an electron fluoroscope, and an X-ray moving picture camera.

Sure Cure for Seasickness

Navy personnel and others who travel by sea and air can breathe a sigh of relief and chomp into those pork chops in any weather—as soon as beta-diaminoethyl benzohydryl ether 8-chlorotheophyllinate capsules are dispensed like salt tablets, that is. The new drug — "dramamine," for short—keeps your stomach right side up even when you ship is not.

Original research leading to the seasickness cure was conducted by two scientists at Johns Hopkins University Hospital, Baltimore, Md. Oddly, dramamine's curative powers over motion sickness was discovered by accident. A woman who was afflicted with an allergous rash was given the medicine as a possible cure. Arriving at the hospital the following morning she reported joyfully that the rash was gone. Also, she added as an afterthought, (she had journeyed to the hospital by automobile without incurring "car-sickness," with which she always previously had suffered.

The drug was used extensively aboard the passenger ship ss *America* during the summer of 1948 and data were collected. In November the Army conducted an experiment involving 485 men while crossing the North Atlantic in a ship designed for less turbulent water.

The 485 men were divided into two groups and quartered in four low-level compartments of equal nausea-producing characteristics. One group was



SOVIET cruiser *Murmansk, ex-Milwaukee,* is returned to the United States. Russian crew was transferred to the steamer *Molotov* shown tied alongside.

given the drug as a preventive measure; the other, as a cure. Of the first group, half were given capsules containing dramamine while the other half swallowed capsules containing sugar. All took their capsules on the same schedule and without knowing what was in them. The 134 men who were given dramamine all retained their good morale, their appetites and their meals. Two complained of dizziness, but many more complained of hunger. Of the 123 men who received sugar-filled capsules, 35 became seasick within 12 hours at sea. When placed on a dramamine schedule, all but one recovered completely within three hours.

The group among which dramamine was tested as a seasickness cure did not receive any of the drug at the beginning of the voyage. Fifteen of them were attacked by seasickness, and all but three recovered almost immediately when given dramamine. Another group was employed in a variation of the test, also proving by their reactions that dramamine is the best cure for seasickness yet discovered, except for dry land. In over-all results, the drug prevented seasickness in 98 per cent of the cases where it was used as a preventive medicine. It brought cures in 97 per cent of the cases where it was used as a curative. It has been found to cure 93 per cent of all cases of air-sickness where it is administered.

Among more than 300 men who were given dramamine in capsule form, not one suffered any unfavorable reaction requiring them to cease taking the capsules.

The problem often faced in the Armed Forces of landing large groups of men by sea or air and having them at the peak of physical fitness is largely solved by dramamine. Also, green crews—manning Navy ships in time of rapid expansion—will find the drug the next best thing to a solid island, as will many an older hand as well.

Photo Contest Winner

A Navy photographer's mate won first prize in the still life class of the Second Annual Salon of Photography held in Charleston, S. C.

The photograph entitled "The Revelation" by R. K. Mullis, PH2, USN, caught the eye of the judges. Along with other winners and honorable mention photos, Mullins' entry was on exhibit at a Charleston art gallery for two weeks.

Contest photos poured in to be judged from 32 states and Canada.



WRITER-producer-announcer B. G. Oman, RMN1, USNR, interviews LCDR R. F. O'Neill over the regularly scheduled half-hour network show.

Vermont Reserve Division Sponsors Radio Show

Naval Reserve recruiting in Burlington, Vt., has boomed consistently with the efforts of a one-man show over the local radio station.

Writer-producer-announcer all in one is B. G. Oman, Jr., RMN1, USNR, whose half-hour radio show is believed to be first of its kind from the standpoint of being sponsored by a Naval Reserve division on regular schedule.

Called the "Navy Show," the program runs immediately preceding the nation-wide network broadcast of the Navy Hour, thereby presenting a full hour of Navy recruiting and information in the Burlington area.

Oman is a stationkeeper at the U.S. Naval and Marine Corps Reserve Training Center in Burlington, which houses his unit—Surface Division 1-44.

Radford Succeeds Ramsey

Admiral DeWitt Clinton Ramsey, USN, Commander in chief, Pacific and U. S. Pacific Fleet, one of the Navy's aviation pioneers, retired from active duty 1 May.

His retirement ends a career of more than 30 years in naval aviation, a career which began with his appointment as Naval Aviator No. 45 in 1917, five years after his graduation from the Naval Academy.

Admiral Ramsey previously has served as Vice Chief of Naval Operations (1946-48); Deputy Commander in Chief, Pacific Fleet and Pacific Ocean Areas (1944-46); Chief of Staff to ADM Raymond A. Spruance, USN, Commander of the Fifth Fleet and its fast carrier striking forces (1945); and as Chief of the Bureau of Aeronautics (1943-45).



ADM Ramsey

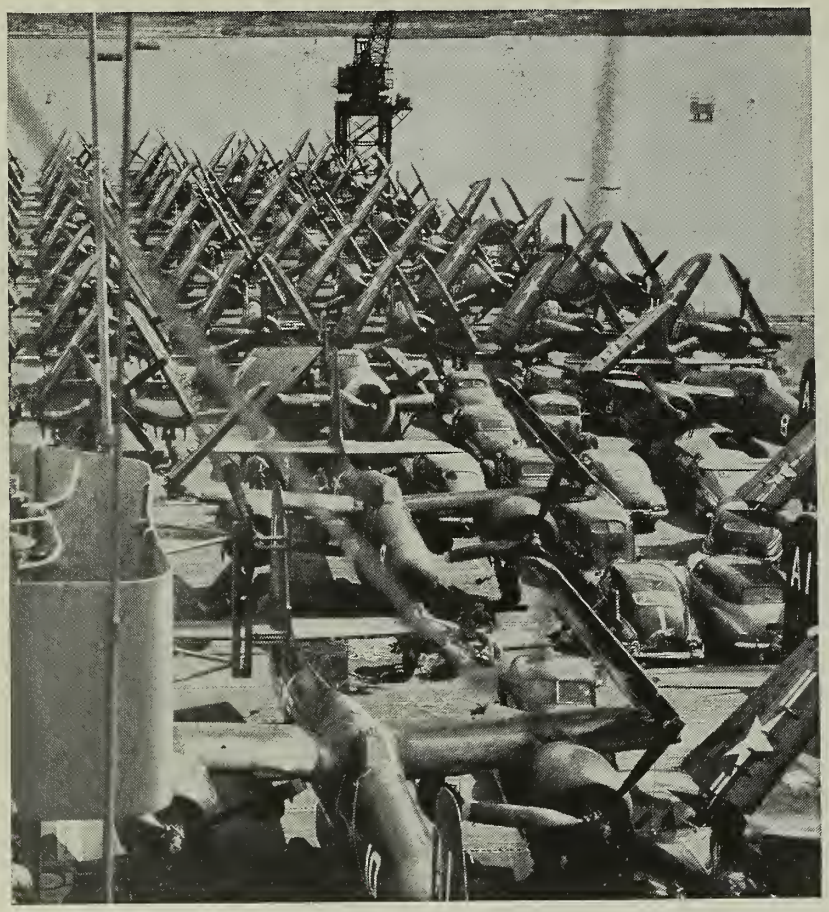


VADM Radford

As commanding officer of USS *Saratoga*, Admiral Ramsey took part in the first offensive against the Solomons Islands in August 1942, when planes from *Saratoga*, *Enterprise* and *Wasp* launched the initial air attack in support of the landings on Guadalcanal and Tulagi. He then commanded a fast carrier task force with the *Saratoga* as flagship, until he was ordered in July 1943 to Washington to become Chief of BuAer.

Following retirement, he will be president of an industrial aircraft firm.

Vice Admiral Arthur W. Radford, USN, formerly Vice Chief of Naval Operations, has been appointed by the President to succeed Admiral Ramsey as CincPac, CincPacFlt and HiComTerPacIs—High Commissioner for the Trust Territory of the Pacific Islands—and has been nominated for the rank of admiral.



AIRPLANES and private autos are packed on board USS Boxer during transfer of MAG—15 from Hawaii to new headquarters in North Carolina.

San Diego to Be Headquarters for ComAirPac

San Diego rather than Hawaii will be headquarters for naval airpower in the Pacific in the future, it was announced by the Navy.

VADM Harold B. Sallada, USN, Commander, Air Forces, Pacific, will move his headquarters to San Diego as part of a general redeployment of Navy aircraft ordered by the Navy to conform to budget cutbacks.

Brig Gen Thomas J. Cushman, USMC, Commanding General, Aircraft, Fleet Marine Force, Pacific, will shift his headquarters from Hawaii to El Toro, Calif., as part of the move.

The AirPac Command was established 1 Sept 1942 to unify administrative control of all aircraft, carriers, aircraft tenders and aviation supply facilities under a single command in the face of the Pacific war. Headquarters of the command was at Ford Island, Pearl Harbor.

Navy and Marine planes and personnel will be returned to the mainland by two aircraft carriers and one escort carrier. USS *Boxer* (CV 21), USS *Valley Forge* (CV 45), and USS *Bairoko* (CVE 115), the escort carrier, were assigned to ferry the planes and equipment.

Navy aircraft and personnel are being transferred to Naval Air Base, North Island, San Diego. Marine Air Group 15 will be moved from Ewa, Hawaii, to Marine Corps Air Station, Edenton, N. C., while observation squadrons of Marine Air Group 24 from Guam will go to Marine Air Station, Cherry Point, N. C. Marine planes from Tsingtao, China, will be split between Cherry Point and Edenton.

Once established in its new site at San Diego, ComAirPac will absorb the duties of Fleet Air, West Coast, a subordinate command which will be decommissioned.

High Altitude Ray Research

In the course of V-2 rocket flights 40 to 100 miles above the earth, instruments recorded X-rays and powerful ultraviolet rays not previously observed by man. The experiments, conducted at the White Sands Proving Ground, Las Cruces, N.M., were witnessed by physicists of the Naval Research Laboratory.

The presence of X-rays was revealed when photographic film placed behind protective beryllium and aluminum foils in a rocket were found upon recovery to have turned black. Rockets which recorded the strong ultraviolet rays carried metal strips coated with a substance sensitive to such rays but not to ordinary sunlight. The coating, "a special phosphor," was developed at the Naval Research Laboratory.

The X-rays and ultraviolet rays present in the upper atmosphere would be dangerous to mankind if they were able to reach the earth. As it is, they cause trouble, at times, in radio broadcasting. Sudden bursts of X-rays appear to cause radio fade-out. On flights during periods when astronomers detected flare-ups on the sun's surface, intense X-rays were detected and radio fade-outs occurred all over the world.

On the other hand, ultraviolet rays seem to ionize the atmosphere at high altitudes, making long-distance radio transmission possible.

Vandegrift Retires

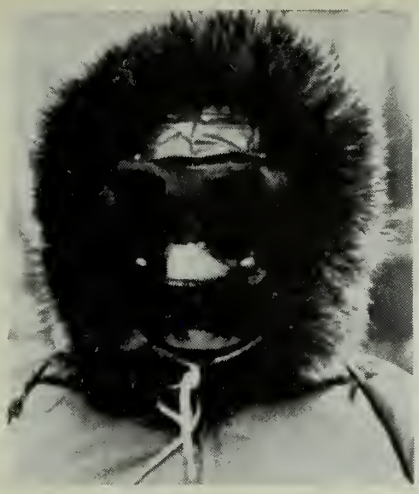
Gen A. A. Vandegrift, USMC, former Commandant of the Marine Corps, retired from active duty 1 Apr 1949 shortly after reaching the retirement age of 62.



Gen A. A. Vandegrift

Gen Vandegrift, who commanded the First Marine Division, Reinforced, at Guadalcanal early in World War II, was succeeded as Commandant of the MarCor by Gen. C. B. Cates on 1 Jan 1948.

Gen. and Mrs. Vandegrift have returned to their home at Lynchburg, Va., following a visit with their son, LtCol A. A. Vandegrift, Jr., USMC, and his family in Hawaii. LtCol Vandegrift is officer in charge of the engineering section, Service Command, Fleet Marine Force, Pacific, and is stationed at Camp Catlin.



NO MONSTER THIS but a new-type Arctic mask used by USN observer on British aircraft carrier *Vengeance*.

Powerful, New Diesel

Capable of producing far greater propulsion force than other diesel engines of comparable size, a new 2,500 horsepower diesel is being tested at the U.S. Naval Engineering Experiment Station, Annapolis, Md.

If the experimental exhaust turbo-supercharge diesel model meets all Navy requirements, its use in submarines and other Navy craft is expected to increase propulsive efficiency.

Besides incorporating radical design features, the model engine has a higher fuel and air capacity than existent engines.

May Transfer to Line USN

Former aviation cadets who were designated "naval aviator" and commissioned after 30 June 1947, and who will have completed not less than 18 months' continuous active commissioned service prior to 1 July 1949, are now eligible to apply for commissions as line officers in the Regular Navy.

BuPers Circ. Ltr. 59-49 (NDB, 31 Mar 1949) states that selection will be based upon information submitted in each candidate's application, his record on file in BuPers and his physical exam form.

Eligible officers should prepare their applications in accordance with instructions in the circular letter and forward them through official channels to reach BuPers by 30 June 1949.

A board will be convened in the Department of the Navy to select for appointment to the U. S. Navy a limited number of eligible officers who apply. The number to be appointed will necessarily depend upon the needs of the service.

Each candidate accepted for appointment will be given a commission as ensign, USN. His precedence shall date from the time of reporting for continuous active duty as a Reserve officer.

Personnel Eligible for Benefits

Persons authorized to receive direct benefits from ship's service store profits are listed by BuPers Circ. Ltr. 49-49 (NDB, 31 Mar 1949) as the following:

- Officers and enlisted personnel attached to the station or activity operating a ship's service store.
- Officers and enlisted personnel of activities based at or quartered on a station or activity which comprises part of a composite fund or received direct financial assistance from the profits of a ship's service store through a local recreation fund.
- Officers or enlisted personnel in a transient status at a station or activity, even though not included in the two other categories.
- Naval dependents and civilian employees of the Navy *only* at isolated stations where such authorization has been requested by the CO and granted by a special letter from the Chief of Naval Personnel dated after 1 Mar 1949.

Leahy Leaves Post

Fleet Admiral William D. Leahy, USN, who began a distinguished naval career upon his graduation from the Naval Academy more than half a century ago, retired from his position as Chief of Staff to the President after a surprise White House ceremony in which he received a gold star in lieu of a third Distinguished Service Medal.

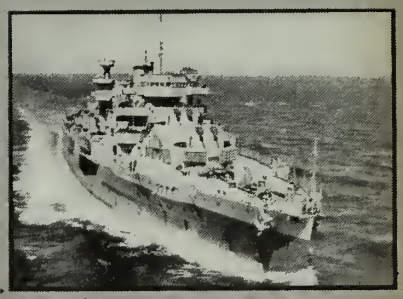


FADM Leahy

President Truman announced no successor would be appointed to the admiral, who was the only man ever to hold the unique post.

The admiral graduated from the Naval Academy in June, 1897, and served in USS *Oregon* during the Spanish-American War. He later became Chief of Naval Operations before the outbreak of World War II.

QUIZ AWEIGH



(1) This ship operated through most of World War II as AG 17 and is the old battleship (a) Tennessee (b) Wyoming (c) New York.

(2) Her main battery during the later part of World II consisted of (a) 5-inch 38s (b) 5-inch 54s (c) 6-inch 47s.



(3) An airedale seen promenading this device on his rating badge would be (a) airman (b) aviation controlman (c) aerographer's mate.

(4) His special duties would sometimes include (a) making radiosonde observations (b) repairing guns (c) directing air traffic.



(5) A sailor wearing this new rating is (a) aviation structural mechanic (b) aviatian machinist mate (b) aviatian damage contralman.

(6) His special duties would include (a) working with aircraft hydraulics (b) working with aircraft engines (c) working on aircraft guns.



(7) Had our grandfathers seen such a plane they no doubt would have said it was impossible. It is the new (a) Skyrocket (b) Skyjet (c) Skybee.

ANSWERS TO QUIZ ON PAGE 53

SERVICESCOPE

Brief news items about other branches of the armed services.

* * *

HEADING NORTH for the Coast Guard's annual five-month Bering Sea Patrol off Alaska, USCG *Northwind* will be carrying out a multitude of tasks other than the original duty laid down by Congress 81 years ago.

In 1868 Congress became concerned over the rapidly decreasing number of seals on Pribilof Island and established the Bering Sea Patrol for their protection.

Since then, tasks of the patrol have broadened out. *Northwind*, in addition to protecting game and fish in the area, will serve as a "floating court" administering legal functions of a U.S. District Court at numerous communities, as a cruising warehouse for resupplying Coast Guard shore activities, as protector for the cannery fleet, and as survey ship for collecting hydrographic and oceanographic data.

Another Bering Sea Patrol vessel brought about the most famous rescue in Coast Guard history 51 years ago when eight whaling ships became ice-bound at Point Barrow.

To relieve the starving party and 500 villagers, the Coast Guard herded 450 reindeer across 1,600 miles of unmapped frozen country to deliver food on the hoof until the cutter *Bear* could render aid from the sea.

* * *

ACROSS the United States in three hours and 46 minutes is the mark of the Air Force's Boeing B-47 *Stratojet* bomber.

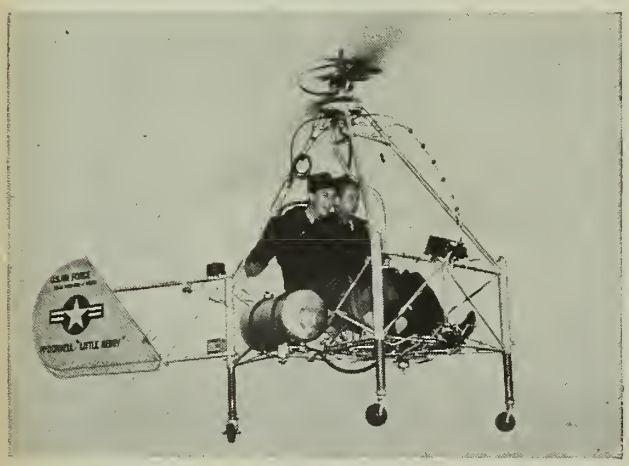
Average ground speed was 607 miles an hour. Only persons on board the six-jet bomber were the pilot and co-pilot.

The flight was made from the Air Force base at Moses Lake, Washington, to Andrews Field, Camp Springs, Md.

Eighteen jato units aided the plane in getting off the ground. It has a 116-foot wing span and is 108 feet long. The bomber is classified in the 600-mile an hour speed range and can carry approximately 10 tons of bombs.

* * *

ALTHOUGH the Air Force's new blue uniforms will not be available in sufficient quantities to fully equip all personnel before 1 Sept 1950, various individuals will likely be seen wearing them before that time.



LITTLE HENRY, world's first ramjet helicopter, was designed for use as general purpose 'aerial motorcycle.'



NEW BLUE Air Force uniforms will make appearance gradually. Personnel will be equipped by 1 Sept 1950.

So long as they fulfill all requirements, individuals may buy them as they become available and Air Force aviation cadets were scheduled to be outfitted in the new uniform by the date of convening a new class on 4 Apr 1949.

* * *

DESIGNED as a penetration fighter to operate deep within enemy territory against aircraft and ground targets, a new jet fighter, the McDonnell XF-88, has been tested by the U. S. Air Force. Plane has swept-back wings and tail surfaces, weighs approximately 15,000 pounds.

* * *

AMERICAN televiewers will see more Army films via television as official movie releases are made available from a new central television library established by the Signal Corps in Long Island City, N.Y.

The library will supply motion pictures which have been cleared for general release and will edit other films to cut out classified material before it is released for public showing.

* * *

WORLD'S FIRST RAMJET helicopter is "Little Henry," a 300-pound craft of tubular steel construction which has undergone successful tests by the Air Force at McDonnell Aircraft Corporation in St. Louis, Mo.

Powered by ramjets installed at the blade tips, the helicopter has a maximum speed of 50-plus miles an hour at sea level. Of simple design, the novel craft operates on the same fuel used in automobiles. It is described as easy to fly, and construction and maintenance costs are low.

The Air Force calls it an "aerial motorcycle" to be used for artillery spotting, communications, wire laying and field courier service.

In its first test, the ramjet helicopter carried aloft two men and a supply of gasoline, or over two times its own weight.

* * *

THE COAST GUARD HAS unveiled a new "Robot Lighthouse" that does everything that a regular lighthouse can do—and does it automatically.

The new "light," perched on the breakwater in Cali-

fornia's Long Beach harbor, is of a radical design which makes it look more like a giant centipede than the latest thing in lighthouses.

It is completely mechanical—built to operate for a month at a time with no human hand on the controls. It flashes a 36-inch, 140,000 candlepower light in a complete arc 12 times a minute. It will automatically blast out a warning on its two-tone fog horn and broadcast a special radiobeacon signal should the fog roll in.

The all-concrete construction of the new light is calculated to enable it to withstand the heaviest earthquake as well as an occasional buffeting by wind and wave. The structure is specially mounted on six massive concrete columns cast into six pockets in the "crib" or foundation.

* * *

UNDERGOING flight tests at USAF Base, Muroc, Calif., is the Air Force's newest all-weather jet fighter.

Although smaller than the F-61 *Black Widow* night fighter, the new plane has been designated the Northrop XF-89 and named *Scorpion.* It carries a crew of two, a pilot and a radar observer, both of whom can be "ex-



SCORPION, new USAF fighter, is specially designed for operations under unfavorable weather conditions.

ploded" clear of the plane by pilot-ejection seats if the plane must be abandoned at high speeds.

Powered by two J-35 jet engines, the *Scorpion* is in the 600-miles-an-hour class. Unusual feature of the all-weather fighter is its thin right-angle wing. It was used instead of the swept-back type appearing on most current jet-powered planes and has an extra-thick wing skin to provide a safe margin of rigidity at high speeds.

The *Scorpion's* horizontal stabilizer is about half-way up the vertical stabilizer to free it from expelled hot exhaust gases and to diminish the effect of turbulence on it caused by the airflow over the plane's wing. The XF-89 has a service ceiling of over 40,000 feet and a gross weight of more than 30,000 pounds. Wing span is approximately 50 feet.

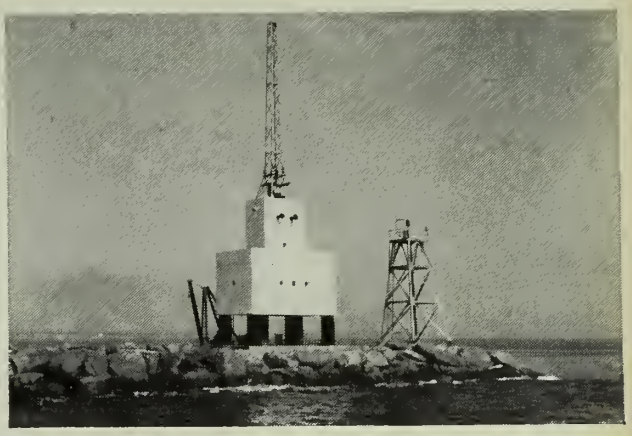
Forty-eight of the fighters have been ordered by USAF.

* * *

TESTING programs to try out the Air Force's radio-controlled bombs in Arctic weather got under way at Ladd Field, Fairbanks, Alaska.

Also to be tested in the rigorous northern climate was an American version of the German V-1 buzz bomb, to be fired in both air and ground launchings.

The two radio-controlled bombs are the 12,000-pound



ROBOT LIGHTHOUSE, completely mechanical, will operate for month with no human hand at the controls.

"Tarzon" and the 1,000-pound "Razon," which stands for Range and Azimuth Controlled.

Forty Air Force officers and men journeyed to the base with a supply of the bombs.

While the radio-controlled bombs will be dropped, the converted buzz bomb will be launched by B-29 *Superfortresses.*

The huge Tarzon is a free-falling, general purpose bomb equipped with radio gear and movable guide fins. The plane's bombardier, after releasing the bomb, controls both range and azimuth with the aid of flares installed in its tail to facilitate tracing its descent.

The Razon is identical to the Tarzon in control principles but weighs only one-twelfth as much.

* * *

AIR FORCE AVIATION cadets will receive their first flight training in another version of the Navy's XNQ, a basic trainer.

Redesignated T-31 for Air Force use, the plane is built by Fairchild. It has a top speed of about 160 miles an hour and a ceiling of 19,000 feet.

The plane will be in full production in about 10 months from the awarding of the $8,000,000 contract, and students of the Air Force training command will be flying the plane in about a year.



FUTURE Air Force aviation cadets will receive their first flight training in this new version of the Navy's XNQ.

THE BULLETIN BOARD

Officer Application Sought For Guided Missile Training Given at Fort Bliss, Tex.

Applications are desired from Regular Navy line officers and Civil Engineer Corps officers of the ranks of lieutenant, lieutenant commander and commander for a 40-weeks' course in guided missiles. Among line officers, both aviators and non-aviators are eligible. The course will be given at Fort Bliss, Tex.

Classes convene in August and November. An engineering degree or its equivalent and a working knowledge of college physics and integral and differential calculus are required. A background in radar, radio, electricity or advanced mathematics is desirable but not mandatory. Applicants must submit signed agreements not to resign during the course and to serve two years in the naval service after completion of their studies. Permanent duty orders will be issued for officers selected, for the period of the course.

NavAct 1-49 (NDB, 31 March 1949), which invites such applications, directs COs to indicate availability of applicants. Applications should be directed to The Chief of Naval Personnel (Attn: Pers-311E2). Deadline is 15 May 1949.

Traveling School To Instruct Reservist Supply Officers

Supply Corps officers of the Naval Reserve are taking advantage of the opportunity to study at the Navy's first traveling school, consisting of two officers and an automobile to carry their books from town to town.

The refresher course on the details of supply and disbursing procedures is the same as that given since June 1947 in the Navy Supply Corps School, Bayonne, N. J.

Leaving Bayonne in April, the two Supply Corps officers planned an itinerary through seven key cities during a six-month period. Utilizing administrative assistance and physical facilities available in the several areas, they planned stops in Norfolk, Va.; New Orleans, La.; San Diego, Calif.; San Francisco, Calif.; Seattle, Wash.; and Chicago, Ill.

The trek was planned for reasons of economy to the Navy and convenience to the students.



Boot, Parris Island, S. C.

'Hey reep, yer lelft, hup reep, yer lelft.'

Daughters of Academy Grads Offered Partial Scholarships

Two partial scholarships of $800 each have been offered to daughters of active duty officers who are Naval Academy graduates.

The scholarships would pay part of the first year's (1949-50) expenses to Ogontz Junior College, Montgomery County, Pa. They are to be awarded annually by the trustees of the school.

The two winners will be nominated by a board to be appointed by Commandant, Eleventh Naval District and Superintendent of the Naval Academy. The board will interview applicants and recommend its choices to the Navy Department in June.

Parents of any girl to be considered for this scholarship should apply to Com 11 or Superintendent of the Naval Academy by 1 May 1949. Application should include the following information:

- Photograph of applicant.
- Letter from family pastor.
- Letter from high school or secondary school principal.
- Copy of attested secondary academic record.
- Other letters of recommendation parents desire to submit.

Four Rules That Will Expedite Payments to Veterans' Heirs Are Listed for Claimants

Veterans Administration payments for death compensation or pensions to survivors of deceased veterans will be expedited if four simple rules are carried out.

The agency listed these hints for claimants:

- If the veteran's death certificate does not contain a statement as to cause of death, it should be accompanied by a certificate from the attending physician showing the dates of treatment and cause of death. If the veteran died in active service, proof of death need not be furnished.
- A widow filing a claim should furnish the record of her marriage to the veteran, if available. If she or the veteran were previously married, the Veterans Administration should be furnished copies of death certificates

Ships May Give Locations On Officers' Transfer Orders

A security regulation familiar to many a ship's yeoman during the war has been lifted.

Ships no longer have to omit the location of the ship from officer's transfer orders when the ship is in a continental port.

The change came about with BuPers Circ. Ltr. 55-49 (NDB, 31 Mar 1949) which orders the revival of the geographical location to simplify processing of officers' orders to and from ships in continental ports.

The use of the location of the ship will save time in processing travel claims and computation of travel time and delay to count as leave, BuPers says.

It was a yeoman's suggestion that led to the change. Keith O. Power, YN1(SL), Naval Submarine Base, New London, Conn., submitted the suggestion. It was approved by CNO, accepted by BuPers and incorporated in the circular letter. A letter of appreciation from the Chief of BuPers was sent to Power.

or divorce decrees to establish that previous marriages were dissolved.

- If minor children are among the survivors, birth or baptismal records listing names of both parents should be supplied if possible. In the case of adopted children, a copy of the court order of adoption is necessary.
- When the claim is filed by parents of the deceased, it must establish their relationship to the veteran by a certified copy of the veteran's birth or baptismal certificate containing the names of both parents. This certificate, too, need be sent to VA only if it is readily available.

Marriage and birth certificates, VA pointed out, should be supplied only if they are easily available at the time of filing the claim. If they are not submitted when claims are mailed and are required by VA later, the veterans' survivors will be notified.

BuPers Notifies Navy Personnel Of Unclaimed Bank Deposits

The Bureau of Naval Personnel has undertaken the responsibility of notifying naval personnel of dormant bank accounts originally opened by them in banks throughout the world and apparently forgotten.

Through the commandants concerned, banks in the 11th and 14th Naval Districts already have furnished the Dependents Services Branch, BuPers, with their lists of unclaimed bank deposits. These names are being screened in an effort to locate the personnel involved or their legal heirs. Daily, depositors of dormant accounts are being notified and advised to communicate with the bank concerned. Several accounts have, over a period of time, reached very sizable proportions. One account alone amounts to $1,500.

It is believed that many thousands of dollars may be unearthed before the task nears completion.

It should be noted that unclaimed accounts opened in California banks automatically become the property of the state of California after lying dormant for 20 years. Similar laws have been enacted by some other states.

Naval personnel or their heirs who think there may be such an account awaiting their claim may write the Chief of Naval Personnel (Attn: Pers-534), Navy Department, Washington 25, D.C.

5 Heroes of 145 Years Ago Given Navy Honors

Graves of five American sailors who perished nearly a century and a half ago have been discovered in a corner of a high-walled cemetery overlooking Tripoli harbor.

It was in the same harbor that the five met their death in 1804 during the Barbary Wars between the U. S. and the North African pirates. The men were among 13 officers and bluejackets on board USS *Intrepid* when she was blown to pieces, hit squarely by a shot from Tripoli's shore guns.

The graves were unearthed recently by the American Consul in Tripoli, Orray Taft Jr., with the assistance of an old Arab harbormaster who had interviewed several hundred Tripolitan families in an effort to piece together the story of what happened that fateful night.

Intrepid, captured from the Tripolitans the year before and renamed, had been loaded to her hatch covers with high explosives and sent into the harbor with the volunteer crew as part of a daring plan to cripple the enemy fleet which lay at anchor in the harbor.

Under the command of a promising young lieutenant, Richard Somers, she was to be sailed like a friendly visiting merchantman through the harbor entrance and in among the enemy's ships, there to be blown sky-high by her own crew, who were to jump off the floating powder-keg into the water and swim to waiting small boats.

As USS *Argus*, *Vixen* and *Nautilus* stood by to cover the fireship with their guns, Somers gently eased his death-laden ship into the crowded harbor and drew near the anchored enemy vessels. Suddenly shore batteries opened fire. A lightning-like explosion shook the harbor and nearby town. Straining eyes on the hovering American ships outside the harbor temporarily were blinded by the searing flash.

"For a moment, the flash illumined the heavens all around," says a midshipman watching through night glasses. "The terrific concussion shook everything far and near. Then all was hushed again and every object veiled in a darkness of double gloom.

"On board the *Nautilus*, the silence of death seemed to pervade the entire crew; but, quickly the din of kettle drums, beating to arms, with the noise of confusion and alarms was heard from shore. To aid in the escape of the boat (the boat which was to rescue the survivors) an order was given . . . to show a light. . . . (Immediately) hundreds of shots . . . from the batteries (on shore) came rattling over and around us. But we heeded them not: one thought, and one feeling alone had possession of our souls—the preservation of Somers and his crew!"

But Somers and his 12 men were beyond saving. All were killed by the premature explosion which tore *Intrepid* to shreds and ironically caused no observable damage to the enemy fleet.

All of the bodies were recovered two days later by the Tripolitans. Captain Bainbridge, at that time imprisoned in a Tripoli cell along with his crew from the captured ship, *Philadelphia*, was allowed to see the bodies but reported that they had been mutilated beyond recognition by the blast.

The bodies of five of the unknown sailors were officially laid to rest recently in the same high-walled cemetery—close by the spot where they had been washed ashore 145 years ago.

A special detachment consisting of a landing force under arms from USS *Spokane* and a firing squad of Second Division Marines led by a British Army (Scottish Camerons) band marched the mile and a half from the waterfront jetty near the Bashaw's palace to the cemetery where final tribute was paid to the men.

Wreaths and markers, donated by the men and officers of ComCruDiv 2 and USS *Spokane*, were placed on the graves. Temporary, the markers will later be replaced by permanent headstones.

A plaque, placed on a wall near the graves, reads: "*In Honored Memory of Five Unknown American Sailors Lost in Explosion of USS Intrepid in Tripoli Harbor 1804—From the Officers and Men of the USS Spokane April 1949.*"

Plan Centralizes All Public Information Activities

Coordination of public information activities of the Army, Navy and Air Force under the Secretary of Defense has been ordered.

Affecting only public information activities in the seat of the national government in Washington, D.C., the far-reaching order was one of the last acts of James Forrestal as Secretary of Defense. Louis Johnson became Defense Secretary on 1 April.

Under the new plan, the Secretary of Defense will have administrative and operational control of the following public information activities formerly under the secretaries of the various services:

- Press service and news room.
- Security review and clearance of manuscripts.
- Radio and television service.
- Photograph and newsreel service.
- Public contacts of all kinds—public relations, civil relations, speakers bureau, presentation teams for public meetings, and so forth.
- Accreditation of correspondents.
- Clearance, reproduction and distribution of all press releases and pictures.
- Analysis — through clippings, news digests, editorial comment, information research and so forth.

Agencies of the National Military Establishment will not provide staffs for the above activities except those necessary to administer the work of field activities.

Deadline for the transfer and the effective date of the directive was set at 31 Mar 1949, with an extension limit of 60 days.

The new plan is expected to bring about a reduction in the staffs of public information activities operated under the Secretaries of the Army, Navy and Air Force, together with movement of a large part of the Navy's staff from the Navy Department building in Washington, D.C., to the Pentagon, where most of the Navy's administrative top commands already have offices.

SecDefense's Office Clears Information on New Gear

Clearance by the Secretary of Defense of Information which might be regarded as classified was provided for in a directive issued shortly after announcement of the plan for centralized control of Army, Navy and Air Force public information.

The security review plan was distributed throughout the naval establishment by Alnav 34-49 (NDB, 31 Mar 1949), which read:

"No information of any kind whatsoever, either written or pictorial, relating to performance or capabilities of new weapons of any type or to modifications or improvements to existing weapons or equipment which result in improvement of military performance will be released to the public without specific reference to the Secretary of the Navy for clearance by the Office of the Secretary of Defense."

Centralized control over news, radio, photographic and other public information services was provided for in a directive issued 17 March.

The Director of the Office of Public Information for the National Military Establishment will serve as principal adviser to the Secretary of Defense and to the War Council on public information.

Personnel assigned to the new public information system will be furnished by the various agencies and will serve under control of the Secretary of Defense.

The plan had been under consideration since December 1948, the directive stated.

A civilian, William Frye, is director of the Office of Public Information of the National Military Establishment.

It is felt that the new arrangement will prove more economical and efficient and will add greatly to current efforts at unification.

School Instructor Billets Ashore Are Available to Qualified Enlisted Men

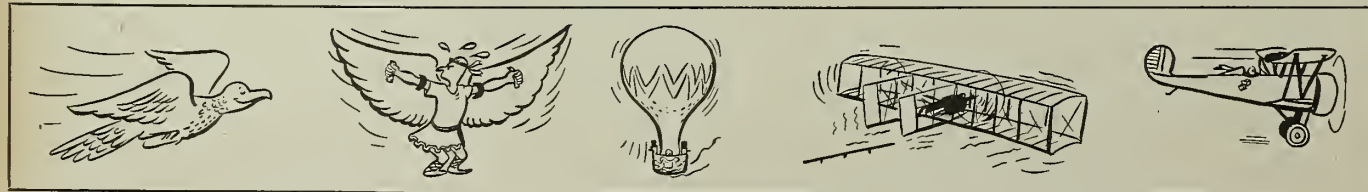
Opportunities exist for qualified chiefs and first class POs not already on shore duty to serve as instructors in schools ashore—especially for aviation ratings in naval air technical training schools.

Personnel with a GCT score of 55 or above, a clear record and a keen interest in teaching are particularly desired. Personnel now on sea duty and eligible for shore duty will be given preference. Because of the greater need for aviation school instructors, however, and since the shore duty eligibility list for aviation rating groups is short, the length of present tour of sea duty will not be a governing factor in selection of aviation POs for aviation school instructor duty. At present there is an ample supply of instructors for recruit training centers and other *BuPers* schools (rating groups I through VIII). Applications will be accepted, however, so that lists of available instructors can be maintained in order to meet the requirements as training loads vary.

To request instructor duty, a person needs only fill out an instructor duty request card (NavPers 1247) and forward it via his commanding officer to the Chief of Naval Personnel (Attn: Pers-637).

The Bureau details aviation school instructors directly to the activity where the school concerned is located. Transfer is to NATTC Memphis, for the Memphis schools; to NATTU Olathe, Kan., for the AC school; NATTU Philadelphia, for the AB school; NATTU Pensacola, for the AF or PH school; and NATTU Lakehurst for the AG or PR school.

Each man being transferred to aviation school instructor duty receives a packet of information before he leaves his duty station. This information includes all the latest on housing at his prospective location, a map of the area, an outline of what to expect in indoctrination and training before taking over a class, and a copy of the



local station newspaper so that he can get a slant on everyday events at his future home.

Upon reporting to his new duty station, the instructor-to-be is interviewed to determine his qualifications. After the interview, he usually is sent to the Instructor Training School, NATTC Memphis, for five weeks on TAD orders. At that school he receives an excellent course in the fundamentals of teaching. Many find that they already are familiar with most of these fundamentals, but instruction by experienced civilian educators gives them the desired polish. Later, many enlisted instructors are surprised by their own ability.

Upon completion of the five-weeks' training, instructors return to their permanent duty stations and are assigned to duty as instructors. Normally, actual assignment follows a "phase indoctrination period" which familiarizes the instructor with the particular phase of a subject which he will be teaching. Instructors are constantly learning the details of new phases, and shifts to other phases are made frequently. This permits them to learn while teaching, and further qualify themselves for their own rate.

After an instructor has proved himself and has obtained sufficient experience, he may become an instructor supervisor. This designation requires an aditional 80 hours of instruction in techniques of supervision, which is given in the Instructor Training School, NATTC Memphis.

The Bureau desires applications from qualified Group IX ratings for aviation school instructor duty. The number of men remaining to be trained under the high school graduate training program requires more aviation school instructors than are now listed. Instructors who have completed a normal tour of shore duty will be rotated back to sea duty as soon as the heavy student loads subside, allowing the new instructors to serve a normal tour ashore. BuPers Circ. Ltr. 38-49 (NDB, 28 Feb 1949) gives additional information and instructions.

BuPers also now details enlisted NROTC instructors in the following rates to NROTC units: BMC, QMC, GMC, YNC, SKC, ET1 and FC1. At the present time there are sufficient BM, QM and GM ratings available for assignment as replacements for those who are scheduled for return to sea duty during the summer of 1949. However, YN, SK, ET and FC replacements are in short supply.

Regarding enlisted instructors in the Regular Navy general service rates, groups I through VIII, the Bureau has this parting shot to fire: since some of these rating groups find that shore duty doesn't roll around too often, precedence is established in accordance with the man's position on the shore duty eligiblity list. Every effort is made to bring back the old sea dogs who spit tar ("every hair on me head's a marlinspike") to instructor duty.

New NME Identification Badge Is Authorized

A new insigne called The National Military Establishment Identification Badge now exists, to be worn by persons on duty in certain armed forces agencies.



Personnel must serve honorably for six months or more before becoming eligible.

The insigne is circular in design, with an eagle in the center with its wings outstretched. The eagle clutches three arrows in its talons and wears a shield upon its breast. There are 13 gold stars around the edge of emblem above the eagle and a wreath of laurel and olive below it.

The emblem is two inches in diameter when worn by military personnel on uniforms. In that case, it is worn in the center of the left breast pocket. When worn by civilians or by military personnel wearing civilian clothes, it is used as a lapel button or pin. The button or pin is nine-sixteenths of an inch in diameter.

To be authorized to wear the insigne, a person is required to have served on one of the following agencies for six months subsequent to 18 Sept 1947:

- Office of the Secretary of Defense.
- Joint Chiefs of Staff Organization.
- Munitions Board.
- Research and Development Board.

Other agencies may be added in the future. Wearers must be on full-time duty at one of the activities listed.

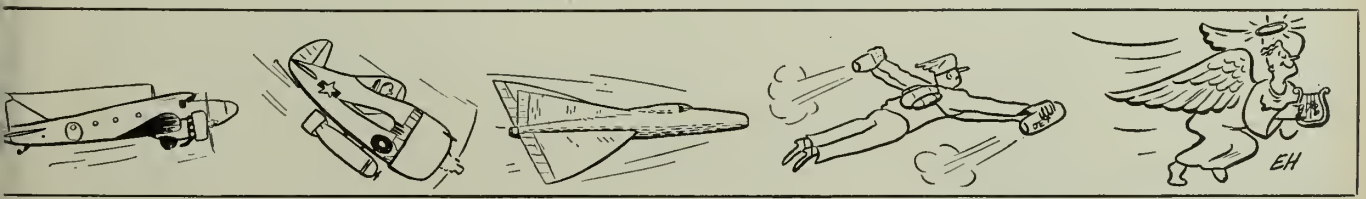
Upon retiring from office, Secretary of Defense James Forrestal presented the insignia and certificates of service to 27 persons, of whom 14 were military and 13 civilian. Five of the military personnel were Navy, two Marine Corps.

New Navy General Orders Effective Upon Receipt

New Navy Department general orders, 1948 series, are being distributed by BuPers and are effective upon receipt. G. O. number 19 (old 245) is not included at present, but will be distributed separately in the near future.

Alnav 24-49 (NDB, 31 March 1949), which gives this information, directs persons receiving the new general orders to place them in the back of Navy Regulations. Tab sheets for Navy Regs indexes and for general orders are being distributed with the general orders. General orders of the 1935 series should be retained until 30 June 1949, the Alnav states. After that time they may be destroyed, but should not be returned to the Navy.

For complete information about the new Navy Regulations, see ALL HANDS, January 1949, p. 41.



Here's the Word on State Bonuses for Naval Personnel in World War II

Application deadlines and new developments on state bonuses for service in World War II are contained in this roundup of information.

Of the six states which voted favorably for veterans' bonuses in the November 1948 elections, only three have completed details of payment and set up administration of the fund. Information on bonuses from these three states—Iowa, Louisiana and South Dakota—is listed below.

Bonuses from two other states—Minnesota and Indiana—require further legislative action.

Minnesota and Indiana state legislatures must define the amounts of payment and other administrative arrangements before the system is established.

Washington's original initiative bonus measure received a majority of the election votes in November 1948, but was declared by the state Supreme Court to be unconstitutional. Since then, however, the state lesgislature has enacted a substitute measure which was signed by the governor on 18 March 1949. The new act will not become law before 9 June 1949 and it is not expected that applications will be accepted until late in the year. Prospective applicants are requested not to make inquiries until that time.

In addition, the North Dakota bonus which had been approved in a prior election, received the necessary final action by the state legislature. Detailed information appears below.

Special notice should be taken of the date listed in the summary by which applications must be filed. The deadline for Connecticut and Illinois bonuses is set at 30 June 1949, while Louisiana's is 1 Dec 1949.

Already expired are application deadlines for two states—Michigan's on 18 Mar 1949 and Rhode Island's on 30 June 1947.

The summary below is based on the best information available to the BuPers Veterans Affairs section, which prepared the basic data. States not mentioned in the summary are not paying bonuses at the present time. ALL HANDS will carry further details as they become available.

Connecticut

Amount—$10 per month for active service between 7 Dec 1941 and 3 Dec 1945. Maximum is $300. Eligible survivors receive $300 if the veteran died in service or as the result of service. Otherwise, the amount veteran would have been entitled to is paid to survivors.

Service—90 days or more between 7 Dec 1941 and 3 Dec 1945. Discharge other than dishonorable or still in active service.

Residence—Minimum of one year in state immediately prior to service.

Deadline—30 June 1949.

Inquiries may be addressed to Office of the Treasurer, Veterans Bonus Division, State Armory, Hartford 6, Conn.

Illinois

Amount—For service between 16 Sept 1940 and 2 Sept 1945, both dates inclusive. $10 per month for domestic service. $15 per month for foreign service. $50 minimum payment. If death results from service-connected causes between 16 Sept 1940 and 2 Sept 1945, both dates inclusive, eligible survivor is paid $900. Otherwise, amount veteran would receive if alive is paid.

Service—Minimum of 60 days between 16 Sept 1940 and 2 Sept 1945, both dates inclusive. Veterans who entered active service less than 60 days prior to 2 Sept 1945, are given additional credit up to 1 Nov 1945 to qualify for the minimum payment of $50 for 60 days' active service. Honorable discharge or in active service.

Residence—In state at time of entry.

Deadline—30 June 1949.

Address inquiries to: Cook County Resident: Service Recognition Board, 218 W. Monroe St., Chicago 6, Ill. Other state residents apply to Service Recognition Board, 301 W. Adams St., Springfield, Ill.

Iowa

Amount—$10 per month for domestic service. $12.50 per month for foreign service. $50 maximum payment. $500 to survivor if service-connected death occurred between 16 Sept 1940 and 31 Dec 1946. Otherwise, amount veteran would receive if alive is paid to survivors.

Service—Minimum of 120 days prior to 31 Dec 1946, with some portion of that time between 16 Sept 1940, and 2 Sept 1945. Honorable discharge or in honorable active service.

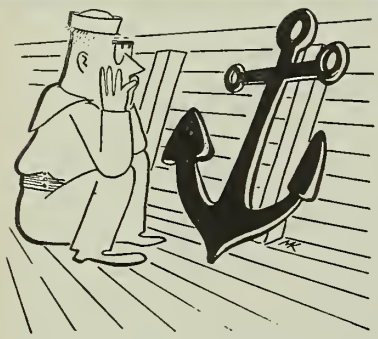
Navy Dental Team Repairs Aching Eskimo Molars

A Navy dentist and a dental technician administered emergency treatment to 34 grateful Eskimos while their ship, the auxiliary *Burton Island*, made stops at St. Lawrence and King Islands in the North Bering Sea.

The two-man dental staff composed of LCDR Samuel Goldhaber, DC, USN, and John Sesto, DT2, USN, traveled to the native villages to offer treatment to the isolated patients.

During the three-day period, the two taught dental first aid to two native teachers and three Eskimo "dentists"—and pulled 33 teeth.

WAY BACK WHEN



Anchor Watch

As every seaman or former seaman knows, there is probably no more dismal a watch to stand than the anchor watch. As it is most often a night watch it is therefore usually a lonely watch.

The term originated when ships were outfitted with anchor cables made of rope and riding lights that burned oil. Special care had to be taken, aside from seeing that the anchor did not drag, to see that these cables did not part and that the lamps were not extinguished.

Fundamentally the standing of an anchor watch has changed little. Watching the anchor is still the primary purpose of the watch but in addition the anchor watch must guard the ship from undesired boarders and potential dangers.

Residence—Six months in state immediately preceding entry.

Address inquiries to Iowa State Bonus Board, Des Moines 19, Iowa.

Louisiana

Amount—$250 for some active service outside the United States. $150 for domestic service only of one year or more. $100 for domestic service only, for more than six months and less than one year. $75 for domestic service only, for more than 90 days and not more than six months. $50 for domestic service only, for 90 days or less. $1000 to survivors of veterans who died in service between 1 Jan 1941 and 1 March 1946, or prior to 1 Dec 1949, from service-incurred cause between the same dates.

Service—Any time between 1 Jan 1941 and 1 Mar 1946. Honorable discharge, honorable separation, or in active service.

Residence—Citizen of state at time of entry.

Deadline—1 Dec 1949.

Address inquiries to Bonus Division, Division of Veterans Affairs, Old State Capitol Building, Baton Rouge 10, La.

Massachusetts

Amount—$100 for domestic service of less than six months. $200 for domestic service of more than six months. $300 for overseas service. $300 to survivors of person who died in service before 31 Dec 1946. Otherwise, amount veteran would receive if alive.

Service—Service between 16 Sept 1940 and 31 Dec 1946, both dates inclusive. Discharge or release other than dishonorable, or in active service.

Residence—Six months immediately prior to entering service.

Address inquiries to State Treasurer State House. Boston, Mass.

New Hampshire

Amount—$10 per month active service. $100 maximum. $100 to survivors of veteran who died in active service or subsequent to active service from service-connected causes. Otherwise, amount veteran would receive if alive.

Service—More than 90 days' service between 7 Dec 1941 and 31 Dec 1946, both dates inclusive. Discharge or release under conditions other than dishonorable.

Residence—Bona fide resident at time of entry.

Address inquiries to Adjutant General, Concord, N. H.

New York

Amount—$50 for 60 days or less of domestic service. $150 for more than 60 days of domestic service. $250 for any foreign service. $250 to next of kin if death occurred in service. Otherwise, amount veteran would receive if alive.

Service—Active duty between 7 Dec 1941 and 2 Sept 1945, both dates inclusive. Discharge under honorable conditions or still in service.

Residence—Six months immediately prior to service and residence at time of application. (Statements of intent to return may be acceptable.)

Address inquiries to Veterans' Bonus Bureau, Department of Taxation and Finance, 1875 N. Broadway, Albany 4, N. Y.

North Dakota

Amount—$12.50 per month for domestic service. $17.50 per month for foreign service. Survivor entitled to amount veteran would receive if alive with $600 minimum payment.

Service—More than 60 days between 1 Jan 1941 and 1 Jan 1946, both dates inclusive.

Residence—Minimum of six months prior to entry.

Deadline—17 Feb 1954.

Address inquiries to Commissioner, Department of Veterans' Affairs, Fargo, N. D.

Ohio

Amount—$10 per month for domestic service. $15 per month for foreign service. $400 maximum. $400 to next of kin regardless of length of service in case of death service-connected.

Service—Minimum of 90 days between 7 Dec 1941 and 2 Sept 1945, both dates inclusive, or less than 90 days if in service on 7 Dec 1941 and separated for service-connected injury. Discharge under honorable conditions or in active service.

Residence—One year immediately prior to entry into service.

Steward Ratings Can Reenlist in Marine Corps

Applications from steward ratings to be discharged from the Navy for the purpose of immediate enlistment in the regular Marine Corps will be accepted by BuPers up to 16 May.

Authorization for discharge of 75 stewards as contained in a BuPers-MarCorps letter of 28 Feb 1949 (NDB, 28 Feb 1949) is in addition to the 175 previously discharged and reenlisted in the regular Marine Corps under the provisions of a previous directive.

The discharges will be effected "for the convenience of the government for the purpose of immediate reenlistment in the regular Marine Corps 'For Steward Duty Only'."

Stewards accepted by the Marine Corps will be appointed to the same pay grades in which discharged and with the same date of rank, except that those discharged in pay grade 1(A) will be appointed to the first pay grade with rank from date of enlistment in the Marine Corps.

Applicants must be in the fifth pay grade or higher.

Periods of enlistment in the Marine Corps will be as follows:

- Those having less than two years to serve in the current enlistment, including extensions, may enlist for two, three or four years.
- Those having more than two years to serve in the current enlistment may enlist for three or four years.

Applications for discharge for the purpose of immediate enlistment in the Marine Corps should be forwarded to the Chief of Naval Personnel (Attn: Pers 66). The following information should be included:

- Name, rate and serial number.
- Last quarterly marks.
- Number of mast offenses and number of times on the sick list within the last six months.
- Commanding officer's comment as to the individual's reliability, industry and suitability for steward's duty.
- Three choices of duty stations, in order of preference, from among this list: Quantico, Va.; New River, N. C.; Cherry Point, N. C.; Parris Island, S. C.; Oceanside, Calif.; El Toro, Calif.; Oahu, T. H.; and Guam, M. I.

BuPers orders will provide for transfers of those selected to the nearest naval activity designated to separate male personnel.

Deadline—30 June 1950.

Address inquiries to Director, World War II Compensation Fund, 293 E. Long St., Columbus 15, Ohio.

South Dakota

Amount—50 cents per day for domestic service. 75 cents per day for overseas service. $500 maximum for domestic service only. $650 maximum for combination of domestic and overseas service.

Service—Minimum of 90 days between 7 Dec 1941 and 2 Sept 1945, both dates inclusive. Discharge or release other than dishonorable or in active service.

Residence—Six months immediately prior to entering service.

Deadline—30 June 1950.

Address inquiries to State Veterans' Bonus Board, Pierre, S. D.

Vermont

Amount—$10 per month (enlisted personnel only), $120 maximum. $130 payable to survivors of person dying in service. Otherwise, amount veteran would receive if alive.

Service—Service during World War II. Honorable separation.

Residence—Residence at time of entry.

Address inquiries to Veterans' State Bonus Division State House, Montpelier, Vt.

Aloska

Amount—$10 per month. No payment for service after 1 Nov 1945. Survivor entitled to amount veteran would receive if alive.

Service—Minimum of one year between 16 Sept 1940 and end of war or discharge for injury or disability service-incurred between 16 Sept 1940 and end of war. Honorable separation.

Residence—Minimum of one year immediately prior to entry into service, return to territory with intent to remain, *or* five years residence prior to entry.

Address inquiries to Commissioner of Veterans' Affairs, Juneau, Alaska.

(Note: Veteran may elect loan benefit in lieu of bonus.)

Hawaii

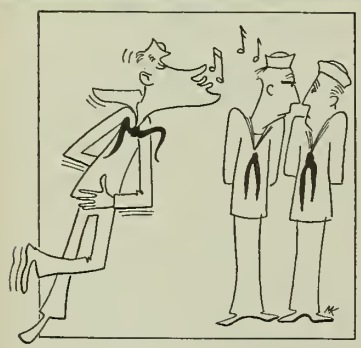
Amount—$300 flat rate.

Service—Any time between 16 Sept 1940 and 2 Sept 1945. Honorable separation and receiving at least 10 per cent disability pension at time of application.

Residence—Six months prior to entry into service.

Address inquiries to Director, Territorial Council on Veterans Affairs, Building H. Palace Grounds, Honolulu 2, Hawaii.

WHAT'S IN A NAME



Cutting a 'Dido'

Cutting a "dido," once a commonly used nautical term, hos now more or less retired from seo service to become a shore term. "Dido" is purely a colloquial word to indicate showing off.

Its nauticol origin is believed to have stemmed from its use in the British Novy. It seems the British had a fast ship called *Dido* thot its skipper used to use to sail circles oround other ships in his squodron to show off *Dido's* fleetness and manueverability.

In One Ceremony, Pickerel Christened, Commissioned

Christening and commissioning of a ship were combined in a unique ceremony when the submarine USS *Pickerel* (SS 524) hoisted the commission pennant at the U.S. Naval Base, Portsmouth, N. H. Ordinarily, of course, christening takes place long before commissioning.

The sub was begun at the U. S. Navy Yard, Boston, Mass., in 1943. It was launched in December 1944 and taken to Portsmouth in September 1945. Work was halted after the end of World War II, but was resumed later. The finishing touches are expected to be completed by July 1949.

An earlier submarine of the same name (SS 177) was the first U.S. submarine lost in the central Pacific area in World War II. It was reported lost in May 1943.

New Program Will Procure 10,000 Civilian Specialists For Inactive Naval Reserve

Approximately 10,000 civilian specialists may be taken into the inactive Naval Reserve under a new procurement program designed to bolster the number of officers in certain fields available for service during an emergency.

Commissions will be awarded to qualified applicants for the Naval Reserve staff corps, for special service in the general line, and for limited general service in the Line.

Most of the appointments require a college degree, although some will be given to high school graduates with considerable experience in their specialty.

The rank to which applicants are appointed will depend upon age and experience, except that candidates with doctorate degrees will be assured of at least lieutenant (junior grade) or above if they are accepted.

Enlisted personnel of the Naval Reserve will be given preference in consideration for appointment, since their naval background and interest will supplement available indoctrination courses.

Special Designator Approved For Qualified Personnel

Another special "designator" has been added to the list of those approved for enlisted personnel. The latest is the designator (CA) for Regulars qualified as combat aircrewmen.

Regular enlisted personnel qualified in submarines (SS), lighter-than-air (LA), aviation pilot (AP) and diver (DV) and inactive Reserve enlisted personnel qualified in submarine limited (SG) and submarine instruction (SP) were previously assigned designators.

Designators will be entered in each man's record and the abbreviation will be used on all records, orders and correspondence. The designator "submarine qualifications lapsed—6 mos." is cancelled. Men whose records show them "qualified in submarines" shall receive the designator (SS) unless they have been disqualified for sub duty.

The new designator was announced in BuPers Circ. Ltr. 51-49 which superseded BuPers Circ. Ltr. 5-49 (NDB 31 Mar 1949).

Code of Military Justice Proposes That EMs Serve as Court Members

Sweeping changes in naval court proceedings are proposed in a 100-page legislative proposal introduced into Congress for establishment of a uniform code of military justice for the Army, Navy, Air Force and Coast Guard.

Among the bill's provisions are features authorizing enlisted men to serve as court members trying enlisted men's cases, mandatory representation by competent legally trained counsel at the trial for both prosecution and defense, and establishment of a military "supreme court" composed of three civilians whose status would be comparable to that of a judge of a U. S. Court of Appeals.

The code is based on a study of a special committee serving under Chairman Edmund M. Morgan, a Harvard Law School professor. The group was appointed by the Secretary of Defense.

Coordination of armed services justice systems is the aim of the study. Accordingly, it provides for a standardized nomenclature of military justice terminology, makes all punishable offenses identical for all service branches, and sets up the same system of courts and identical procedures for each of the services.

The code would supersede the Articles of War and the Articles for the Government of the Navy and would apply uniformly to all services in both peace and war.

If the proposal is passed by Congress, the following courts would be established:

- General Court, to try capital and other serious offenses.
- Special Court, for less serious offenses.
- Summary Court, for minor offenses.

Commanding officers would retain their present function of administering mast punishments for minor offenses and for which light punishments can be imposed.

Provisions to insure a fair trial received much attention from members of the Committee on a Uniform Code of Military Justice. Among them, as pertaining to general courts-martial, are:

- A pre-trial investigation is provided, at which the accused is entitled to be present with counsel to cross examine available witnesses against him and to present evidence in his behalf.
- Mandatory provision for trained lawyers to represent both accused and prosecution.
- A prohibition against requesting any statement from the accused without warning. Also prohibited are compelling self-incrimination, and introducing improperly obtained statements as evidence.
- An accused enlisted man has the privilege of having enlisted men as members of the court trying his case.
- Voting of members of the court on challenges, findings and sentence is by secret ballot.
- Full instruction of court members by the law officer concerning elements of the offenses, presumption of innocence and the burden of proof.
- Automatic review of the trial record for errors of law and of fact by a Board of Review. The accused will have the right of being represented by legally competent counsel before this board.
- Review of the record for errors of law by the Judicial Council, which is composed of three civilian judges to be appointed at a salary of $17,500 per year. This review is automatic if the sentence is death or dismissal, or upon petition showing probable error of law if the sentence involves more than one year's confinement with the right to be represented by competent counsel.
- A prohibition against receiving pleas of guilty in capital cases.

Some of the above points apply also to special courts-martial.

In addition, in special courts-martial cases in which a bad conduct discharge is imposed, a full stenographic transcript must be taken and the case is reviewed in the same fashion as a general courts-martial.

In the case of summary courts-martial, the accused may refuse trial by this court in order to be tried by special courts-martial.

Among functions of the commanding officer found in the present Articles for the Government of the Navy and to be retained if the bill is passed, are:

- Charges in general, special and summary courts-martial are referred by the CO. He also convenes the courts. However, if the CO is the accuser, general and special courts-martial must be convened by superior competent authority.
- Members of the courts are appointed by the CO.
- COs retain full power to set aside findings of guilty and to modify and change the sentence, but they are not permitted to interfere with verdicts of not guilty nor to increase the severity of the sentence.
- Powers of COs at mast punishment are retained.

Marines Plan to Train 1,800 College Students

Approximately 1,800 selected college students will receive summer training in platoon leaders classes under Marine Corps instructors at Quantico, Va., this summer.

One thousand college freshmen and sophomores, most of them non-veterans, were enrolled for the first-year program from 180 colleges and universities. Their training begins 4 July.

In addition, another 800 students will return for their second and final six weeks of summer training beginning 19 June.

The platoon leader classes were first established in 1935 and were resumed again in 1947. After two training sessions, they become eligible for Marine Corps Reserve or Regular commissions.

The platoon leaders classes differ from the Reserve Officer Training Program in that they take no military subjects during their academic years in college. All military instruction is received during two summer periods of six weeks each at Quantico.

During the first course, emphasis on basic subjects and indoctrination constitutes the major part of the course. The senior course stresses tactics which qualify the graduates as infantry troop leaders.

Commissions as second lieutenants in the Marine Corps Reserve are awarded upon satisfactory completion of the two courses. When vacancies exist, each year a small percentage of graduates are tendered appointments in the Regular Marine Corps.

Unfavorable Conduct on Public Conveyances Brings Discredit on Navy

Increasing reports of unfavorable conduct of certain enlisted personnel on trains, buses and other public conveyances has caused the Bureau of Naval Personnel to issue orders that "immediate and vigorous action be taken to correct the present unsatisfactory conditions."

Complaints and unfavorable comments are being received in BuPers with increasing frequency, BuPers Circ. Ltr. 34-49 (NDB, 28 Feb 1949) points out.

These incidents involve "annoying other passengers, creating disturbances, defacing and damaging equipment, intoxication, profanity and other conduct which brings discredit on the naval service."

The reports cover all types of travel status—men on leave, small drafts traveling from recruiting sub-stations to main stations, and drafts being transferred from one station to another.

"Regardless of the number of men involved," the letter states, "or the status in which they are traveling, such incidents give the public a generally unfavorable impression of the Navy."

Shore patrolmen cannot be assigned to permanent duty on public carriers to handle these affairs, but other measures were set forth. Men traveling on public conveyances, on leave or orders and singly or in drafts, will be warned to conduct themselves so that there can be no complaint on behavior.

The directive points out that they "shall be definitely and forcefully informed that conduct which brings discredit upon the Navy or involves violations of Navy regulations will be dealt with in the same manner as if the offense had been committed on board a naval ship or station."

Personnel also will be told that public carrier representatives—such as conductors of trains, bus drivers and masters of steamers—have authority to take necessary legal steps to restrain disorderly persons. If necessary, the offenders may be taken from the train, bus or steamer by civil authorities—with prompt and appropriate disciplinary action to be taken on their return to naval jurisdiction.

Persons in charge of a draft, whether officer or enlisted, will wear a shore patrol brassard during the entire time of transit. They will be held responsible for the conduct of the men in their charge and will be required to submit a report after the draft arrives at its destination.

This responsibility may be given to several persons, if necessary, depending on the size of the draft, as follows:

- Drafts of more than 100 enlisted men will be accompanied to their destination by a commissioned officer in charge with necessary additional petty officers, including hospitalmen, to maintain order en route. Warrant officers or CPOs will be officers-in-charge only in special circumstances when commissioned officers cannot be made available.
- Groups of 50 to 100 men will be under the charge of a warrant officer if available, otherwise a CPO, assisted by petty officers and a hospitalman.
- A CPO will be in charge of drafts of 25 to 50 men and may be a member of the draft.
- Drafts of 10 to 25 men will be in charge of a petty officer second class or higher, a member of the draft.
- Less than 10 men in a draft will be under the charge of a petty officer or other enlisted man—a member of the draft—specially designated as being in charge by the CO of the transferring activity.

The directive is supplemented by an enclosure which shows an example of how orders should be made for personnel in charge of drafts. The example orders state: "You are specifically charged with responsibility for the military bearing, conduct and proper movement of all personnel in your charge," and, "Your authority extends to all naval and marine personnel who may be traveling independently (not a member of any draft) on board the public carrier on which you are traveling. In this same connection shore patrolmen and military police as well as officers and petty officers of the Army, Navy, Marine Corps, Air Force and Coast Guard have authority to take corrective measures, including arrest, over any member of the Armed Forces who may be committing a breach of the peace, disorder or otherwise bringing discredit upon the services."

The orders used as an example also suggest wording to the effect that:

Crew of Steinaker Vacations at Alpine Resort

"A Shangri-La high in the Italian Alps" is what the crew of USS *Steinaker* (DD 863) discovered during recent recreation excursions to Cortina, Italy, international ski resort, while their ship was in the port of Trieste.

At the luxurious Hotel Miramonti, U.S. Army recreation center at Cortina, these Navy men found bountiful hospitality awaiting them.

Here amidst the splendor of Alpine scenery these sailors took advantage of expert instruction and a full outfit of ski gear available only for the asking.

Next to cruising down intriguing fir-lined ski trails, ice skating on a mirrored pond with one of the local belles became most popular.

Every evening, after the movies, dancing held forth in the beautiful dining room to the strains of a smooth orchestra.

No mess lines here. A touch on a bell brought breakfast in bed in a room with a view. Dinner was served from 1800 to 1930, often by candlelight with the service a king would expect.

A snack bar and two lounges in the Miramonti found many partakers.

For spectacular scenery and thrills the sailors took hiking through snowy wooded paths or riding in the cable cars at dizzy heights between the jagged mountain peaks.

Booklined shelves in the Miramonti or sleigh and carriage rides through picturesque Cortina contented those sailors wanting quiet relaxation.

By arrangement with Army special service, the commanding officer of *Steinaker*, Commander William J. Dimitrijevic, USN, was able to send enough parties so that all the men who desired took this four-day recipe for recreation.

Hard to take? Not for these Navy men.

"Should the person in charge of the public carrier solicit your assistance in controlling or quelling a disturbance or disorded involving personnel of the armed forces other than those in the naval establishment, you will render such assistance and take such corrective action as is necessary."

The orders list naval and marine installations located in cities through which the draft is being routed.

The report which is to be made out on delivering the draft to its destination command will set forth any unusual incidents or discreditable conduct which may have occurred during the period of movement, with full details on the armed forces and civilian personnel involved. If the movement is completed without incident. a statement to that effect will be required.

First Peacetime OTS for Women Inaugurated by Marine Corps

The Marine Corps will inaugurate on 20 June its first peacetime women officers training school at Marine Corps Schools, Quantico, Va.

College undergraduates and graduates—with or without previous military training—and qualified women now in the MarCor or having previous MarCor service are being enrolled for the new school. The new training program is intended to provide the Corps with a steady flow of regular and reserve officer replacements.

Col Katherine A. Towle USMC, Director of Women Marines, is now touring selected colleges to introduce the new program.

The school will be held during the summer vacation months and will be divided into junior and senior courses —the junior course intended for college graduates and undergraduates without previous military service, and the senior course for junior course graduates and qualified enlisted women of the MarCor and MarCor Reserve. There will be approximately 50 students in each course.

Graduates of the senior course will be awarded either regular or reserve commissions in the MarCor. Women candidates will receive the pay and allowance of a corporal while attending the junior course, and those of a sergeant while attending the senior course. Full particulars and application blanks may be obtained by writing the Commandant of the Marine Corps, Washington 25, D. C.

Credit Allowed for Courses Studied in Service

How World War II veterans and active duty personnel may obtain academic credit for courses completed while in military service, or a high school diploma through General Educational Development Tests has been outlined by the Veterans Affairs Section of BuPers.

Emphasis is placed on the fact the final decision as to granting academic credit is the concern of the civilian educational institution involved. Neither the Armed Forces branches nor the Veterans Administration is authorized to grant such credit, or to make recommendations in the matter.

Accreditation Service — Veterans who desire to apply for credit on the basis of in-service education, training, or experience should proceed as follows:

- Obtain a certified or photostatic copy of Notice of Separation from the U. S. Naval Service (NAVPERS 553). In the case of naval commissioned or warrant officers the Officers Qualification Record Jacket (NAVPERS 305), a certified copy of this jacket, or a statement from BuPers covering the data desired should be submitted to the school, college or employer. For the Marine Corps obtain USMC Report of Separation, NAVMC 78-PD (or request a transcript of in-service training from the Special Services Branch. Headquarters USMC, Washington 25, D. C.).
- Assemble these discharge papers, official certificates of service schools and off-duty courses and examinations completed and other evidence of educational experience. Enclose these documents along with a letter to the school of your choice. Address letter to high school principal or college registrar, giving him full background about yourself and making your requests for information, accreditation or advice as specific as possible.
- If the school wishes you to take the tests of General Educational Development or one or more of the subject examinations, make arrangements to do so with your nearest veteran's testing center.
- Former members of the U. S. naval service should inform school officials and employees that they may contact the "Enlisted Services and Records Division" of the Bureau of Naval Personnel, Wash., D. C., for supplementary accreditation of the following kinds:

(a) Description of service training not included in the American Council on Education handbook, "A Guide to the Evaluation of Educational Experiences in the Armed Forces."

(b) Detailed training data such as subjects and grades received in service schools which do not appear on separation papers.

(c) Clarification of naval terminology or abbreviations appearing on accreditation forms.

Testing Service—Discharged service personnel may obtain information on availability of subject examination or test of general educational development through veterans testing centers. Location of testing centers may be determined by contacting:

- High school principals.
- State Departments of Education
- Local Veterans Administration office.

Subject examinations measure achievement in various high school and college subject-matter fields. They are designed to measure achievement regardless of the source from which the knowledge was obtained.

General educational development tests are designed to measure the extent to which all the educational experiences of a serviceman (including his informal or self-educational experiences) have contributed to his ability to carry on a program of general education.

All these opportunities are available to men on active duty.

Armed Forces' Reserves Get Course on Atomic Defense

The Navy, Army and Air Force are conducting two-week courses in atomic warfare defense. The courses are offered to Reserve officers of the three services.

To be eligible, Naval Reserve officers must have completed two years of college education with one year of mathematics or chemistry. In addition, successful completion of the Navy's correspondence course in Nuclear Physics —NavPers 10775—is required. Reservists should submit requests to their district commandant.

Personnel Urged to Allot Adequate Funds for Support of Their Dependents

Requests for financial assistance on behalf of dependents of naval personnel are being received by BuPers as well as charitable and welfare agencies in increasingly large numbers, according to a new directive.

It was pointed out that frequently upon investigation it is found that the dependent's only income is a meager allotment, usually the minimum amount that must be allotted to receive family allowance or MAQ. Obviously in this day of high living costs neither of these allowances is sufficient to meet all the financial needs of dependents, states Bupers Circ. Ltr. 31-49 (NDB, 28 Feb 1949).

"The Navy," states the directive, "expects every member of the naval service to make adequate provision for his dependents and the filing of an application for family allowance benefits or the registering of the minimum allotment necessary to support MAQ does not discharge this responsibility. In addition, the normal emergencies that constantly beset all of us, such as that occasioned by illness or other circumstances of an unusual nature, cannot be met from the minimum provisions set out above."

"Therefore," the directive continues, "all personnel should be reminded of their financial responsibilities to their dependents and be given an opportunity to either register a new voluntary allotment or to increase a dependency allotment already in effect."

Where the question of adequate support is in dispute the following will serve as a general guide: Wife only—one-third of gross pay; wife and one child—one-half of gross pay; wife and two children—three-fifths of gross pay; one minor child—one-sixth of gross pay.

Gross pay includes base pay and longevity, plus any allowances for sea and foreign service or quarters and subsistence. Not included in gross pay is the amount contributed by the government toward family allowance or MAQ, since this amount is considered a direct contribution to the man's dependents. For example, a pay grade one CPO earning 10 per cent longevity, but not receiving either S&FSD or subs and quarters should contribute the following amounts for support of dependents:

- With wife only—$60.50 plus government allowance.
- With wife and one child—$90.75 plus government allowance.
- With wife and two children—$108.90 plus government allowance.
- With one minor child — $30.25 plus government allowance.

In cases where either S&FSD or subs and quarters are being received a porportionate amount of this should also be contributed.

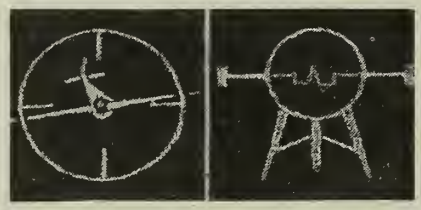
Commanding officers of receiving stations sending men to forward areas and COs of ships ordered to duty in foreign waters are being especially urged by BuPers to bring to the attion of all personnel under their jurisdiction the necessity of making adequate financial provision for the support of dependents prior to leaving the continental limits of the U.S. The uncertainty of mailing conditions, the difficulty of rapid communication and the possibility of further assignment upon arrival at duty stations make such advance action imperative.

Also, BuPers stated, all hands should be advised to check with their disbursing officers prior to sailing, to verify the allotments to dependents.

Five New Distinguishing Marks Are Approved

Changes in Uniform Regulations abolished the distinguishing marks for aircraft machine gunner, first class; gun director pointer, first class and gun pointer, first class, while several new marks were added. They are:

- New distinguishing marks have been approved for advanced undersea weapons man, anti-aircraft machine gunner, explosive disposal ordnancemen, fire control radar operator, fire fighter assistant and sonar operator.
- Aircraft gunners will wear the distinguishing mark formerly prescribed for aircraft machine gunners, second class.
- Mount captains will wear the distinguishing mark formerly prescribed for gun captains.
- Gun director pointer, gun director trainer, gun pointer and gun trainer will wear the distinguishing mark formerly authorized for gun director pointer second class.
- Carbine and pistol sharpshooter will wear the same distinguishing mark as that authorized for rifle sharpshooter.

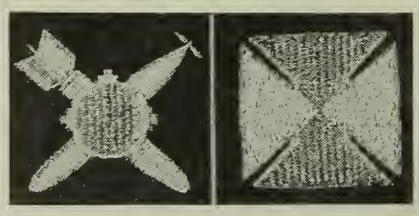


Anti-aircraft machine gunner

Fire control radar operator



Advanced underseas weapons man



Explosive disposal ordnanceman

Fire fighter assistant

Organized MarCorps Reserve Holds Mass Maneuvers in June

The first of 111 ground units of the Organized Marine Corps Reserve will commence two weeks training duty early in June 1949.

About 28,000 officers and men assigned to these units, located in 105 cities of the United States and Hawaii will participate. Eastern units will train at Camp Lejeune, N. C., Little Creek, Va., and Quantico, Va. Western units will assemble at Camp Pendleton, Oceanside, Calif. The Hawaiian unit will train in Hawaii.

Primary objective of the training is to qualify each member of the Organized MCR for a billet in a Fleet Marine Force unit, with a minimum of additional training. Battalion command post exercises are planned and amphibious indoctrination for certain units will culminate in battalion landings from Navy transports.

Recruiting Regulations Modified Regarding Enlisted Women and Number of Dependents Allowed

Regulations for the recruiting of enlisted women in the Regular Navy were modified in regard to dependents by a change in wording of procurement directives.

The modification stated that a woman is not eligible for the naval service if:

- She is the mother of a child under 18, regardless of legal custody of the child.
- She is the parent or adoptive parent or has personal custody of a child under 18.
- She is the stepparent of a child under 18 and the child lives within the household of the woman for a period of more than 30 days per year.

Women recruits may have no dependents, and the same applies for women enlisting under broken service in pay grades five, six or seven.

Women enlisting under broken service conditions in pay grade one to four, inclusive, may have three dependents, and women enlisting under continuous service conditions have no restrictions as to number of dependents.

All Service Police on Oahu Under One Command

Police units of the three major services on the island of Oahu, Hawaii, have been unified into the Hawaiian Armed Forces Police Detachment.

The new force is under the command of an Army lieutenant colonel with a Navy lieutenant commander as executive officer and an Air Force captain as detachment commander.

The detachment includes three other officers and 105 enlisted men furnished on a pro rata basis by each service. The men billet together and share the same offices, dispensary, detention cells and vehicles. The unit has joint police powers over all service personnel on Oahu. It works in close cooperation with civilian police.

SecDefense says the experiment has proved a success and that "economies as well as simplified procedures have been effected."

Procedures Now Required for Officer Promotions

Officers slated to be examined for promotion will be required to follow procedures outlined in a new BuPers directive.

The new procedures, announced in BuPers Circ. Ltr. 40-49 (NDB, 15 Mar 1949), are applicable to Regular Navy officers, temporary commissioned officers and Reserve officers on active duty in Regular Navy billets who are serving in the grade of ensign or above.

Preliminary to promotion, all officers are required to establish their physical fitness for promotion before a formal board of medical examiners. Ensigns who are about to complete three years service in grade and officers on a promotion list for a grade above lieutenant (junior grade) will be notified, usually by Alnav or circular letter, shortly before they become due for promotion to undertake their promotional examinations. Upon receipt of this notice each officer will follow the applicable procedure listed below:

- *All permanently commissioned Regular Navy Officers*—When directed by CO, report to a board of medical examiners for physical examination preliminary to promotion; obtain endorsement on orders by the President of the Board, indicating whether or not physically qualified.

If a fitness report has not been submitted within 60 days of the date of reporting for physical examination, submit via reporting senior to BuPers a special fitness report for the period ending with the date of physical exam. This report will bear a notation that it is submitted at the time of physical examination for promotion.

Unless the officer is definitely disqualified physically he will, when directed by his commanding officer upon receipt of questions and instructions, report to a supervisory examining board for a written professional examination.

- *Officers who reverted from grade above present grade on* 1 *Dec.* 1947 *or* 1 *Jan* 1948 (subject to professional examination on record only)—Will be given physical examination and submit fitness report in the manner described above. In addition, officers in this category will inform the Chief of Naval Personnel (Attn: Pers-321) that they have reported for physical exam preliminary to promotion and state whether they have any objection to being examined professionally on their record only by the appropriate statutory examining board in the Navy Department.
- *Reserve officers and temporarily commissioned officers*—Will be given physical exams and submit fitness reports only.

For the present examinations for officers will be mailed from the Navy Department to commanding officers for those officers under their command slated for promotion. However, it is planned to distribute as soon as practicable ample stocks of examinations for the various line and staff categories of all grades to selected commands in convenient geographical locations, from which commanding officers may draw the sets required for candidates under their command.

Commanding officers have been requested to safeguard the contents of sealed envelopes containing examinations and instructions against compromises and deliver them, unopened, to the president of the supervisory board before which the candidate will appear.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 39

1. (b) USS Wyoming (ex-BB 33). Contributed to the internment of the German High Seas Fleet at Scapa Flow, World War I. From March 1942 to August 1945, she fired over 1,700,000 rounds of various anti-aircraft ammunition without being involved in combat. She was a training ship and spent most of her time in Chesapeake Bay. She was disposed of December 1947 by sale through Navy Vessel Disposal Office, Surplus Property Office.
2. (a) 5-inch 38.
3. (c) Aerographer's mate. Primary duties involve working with the weather.
4. (a) Adjusting typewriters. Part of the practical factors for this rating.
5. (a) Aviation structural mechanic.
6. (a) Working with aircraft hydraulics.
7. (a) Skyrocket. Utilizes both rocket and jet propulsion.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 17—Announces presidential approval of officers recommended for promotion to grades contained therein.

No. 18—Gives procedure in conducting professional examination of regular male Marine officers incident to promotion to grades contained therein.

No. 19—Modifies Circ. Ltr. 193-48 (NDB, 31 Oct 1948) as to schedule of selection boards.

No. 20—Modifies medical department's manual 115 as to preliminary physical examinations for applicants for appointment to U. S. Military Academy.

No. 21—Announces presidential approval of officers recommended for promotion to grades contained therein.

No. 22—Announces that Dan A. Kimball took oath of office as assistant Secretary of Navy for Air and that John Nicholas Brown's resignation was accepted.

No. 23—Gives effective date for placing revised Personnel Accounting Instructions (NavPers 15642) into effect.

No. 24—Announces that general orders 1948 series, less No. 19 is being distributed under cognizance of BuPers, effective upon receipt.

No. 25 — Announces presidential approval of Marine officers recommended for promotion to grades contained therein.

No. 26—Announces presidential approval of medical corps, nurse corps, medical service corps officers recommended for promotion to grades contained therein.

No. 27—Supersedes Alnavs concerning medical transfer program and sets new procedure for applying for appointment in medical, dental, medical service, and nurse corps.

No. 28—Announces presidential approval of a list of officers of the chaplain corps promoted to grades contained therein.

No. 29—Gives procedure for conducting physical examinations for promotion of all permanent and temporary officers of MarCor and MarCor-Res on active duty with regular establishment.

No. 30—Warns ships and all other naval activities concerning flywheels on Pacific Marine Handybillies.

No. 31—Warns ships and all other naval activities concerning damaged phenolic polarity pin in shipboard grounded receptacle.

Navacts

No. 1—Requests applications from qualified officers desiring instruction in guided missiles course at Fort Bliss, Texas. (See p. 42.)

BuPers Circular Letters

No. 31—Presents information concerning financial assistance to naval personnel and their dependents.

No. 32—Gives BuPers policy in regards to leave for enlisted personnel who are citizens of the Republic of the Philippines and American citizens of the Philippines of Philippine extraction.

No. 33—Gives Alnavs and NavActs in effect as of 1 Jan 1949.

No. 34—Gives BuPers policy in regard to conduct on public carriers of naval personnel.

No. 35—Gives a list of officers promoted to grades contained therein.

No. 36—Outlines policy on rotation of women officer personnel.

No. 37—Outlines general procedure to follow in ordering Reserve personnel to training duty.

No. 38—Announces continued need for qualified enlisted personnel as school instructors.

No. 39—Implements the new regulation concerning officers' fitness reports of seniors and concurrent reporting seniors.

No. 40—Outlines procedure and instruction for the examination of officers for promotion pursuant to officer personnel act of 1947.

No. 41—Presents procedure to follow when discharge and reenlistment is effected on same ship or station.

No. 42—Gives more information concerning equalization of sea and shore rotation program for enlisted personnel.

No. 43—Gives information on All Navy Baseball championship, 1949.

No. 44—Presents another in a list of personnel eligible for the Combat Distinguishing Device.

No. 45—Announces presidential approval of a list of Reserve and Regular officers promoted to grades contained therein.

No. 46—Gives procedure for making request for authority to sign officers' fitness reports.

No. 47—Lists ships awarded Presidential Units Citations. (See p. 56.)

No. 48—Announces the awarding of Navy Unit Commendation to several ships and units. (See p. 56.)

No. 49—Requests information concerning average monthly on board count of personnel generating profits in ship service stores, and eligible to participate in the distribution of local recreation funds.

No. 50—Announces time and place where All Navy golf tournament will be held for 1949.

No. 51—Gives additional instruction concerning assignment and recording of enlisted designators.

No. 52—Announces time and place when All-Navy tennis tournament will be held for 1949.

No. 53—Gives procedure for reporting change in date of expiration of obligated service.

No. 54—Lists officers whose designator numbers were changed.

No. 55—Gives the use of geographical location of ship in reporting and detaching endorsements on officers' orders.

Sailors and Marines Parade On Greek Independence Day

Five hundred U.S. sailors and marines from the Navy's Sixth Task Fleet marched at the head of a column of Greek armed forces personnel in celebration of the 128th anniversary of Greek independence.

It was the first time in the history of Greece's Independence Day ceremonies that service personnel of another nation had taken part.

Marching to the tune of their own band, the sailors and marines passed the tomb of Greece's Unknown Soldier, receiving a warm ovation from Athens onlookers and a salute from King Paul.

Top Naval Reserve Divisions Will Receive the Annual Forrestal and Nimitz Awards

Top Naval Rescrve surface and submarine divisions from each naval district will be chosen by 10 July 1949 to enter in nation-wide competition for the year's award of the James Forrestal and Fleet Admiral C. W. Nimitz trophies.

Winners are chosen on the basis of a possible total of 100 points.

Of the three phases of inspection, training is considered the most important, with a total of a possible 40 points. This inspection is based on drill participation, correspondence courses taken, quality of classroom instruction, utilization of personnel, the unit's organization and planning of the training program.

Marks in the personnel inspection, in which a total of 30 are possible, are based on fulfillment of quota requirements, attendance, neatness, military bearing and for correctness of uniform.

Another possible 30 points may be awarded for administrative efficiency as marked on a basis of completeness of service records, maintenance of required files, clothing, small stores and medical supplies, development of welfare programs and opportunities for advancement.

Language Courses Open To Qualified Officers

Instruction is available for qualified officers of the rank of lieutenant (junior grade) or above, including women officers, of the Regular Navy in linguistic courses at the Naval Intelligence School, Naval Receiving Station, Anacostia, D. C.

Objective of each course is to provide the student with a practical mastery of the written and spoken language equivalent to that of a fully literate native, according to BuPers Circ. Ltr. 30-49, (NDB, 28 Feb 1949). Graduates are qualified as interpreter translater in the language studied.

A high degree of concentration and diligence is reqnired for the five-days-a-week schedule. Four hours of classroom instrnction daily, two hours daily of supervised classroom study and six hours daily devoted to preparation and study outside the classroom is required. Daily use of the language in extra-curricular activities, including newspapers, sound movies and informal gatherings is considered an essential part of the instruction.

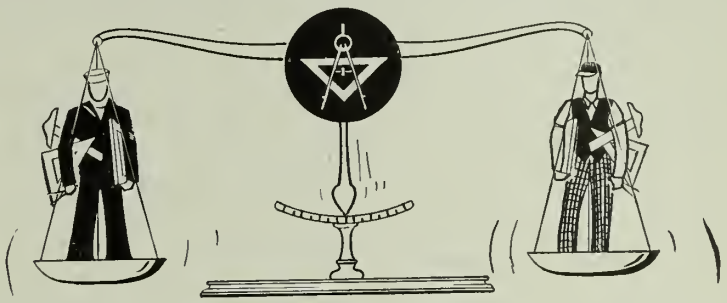
Courses include a brief summary of the political, economic and geographic factors of the "native" area, all studied in the language of the country. Approximate length of courses are: Chinese — 20 months; Russian —9 months; Arabic—9 months; Turkish —9 months; Greek—8 months; German—8 months; Swedish—6 months; Portuguese — 6 months; Italian — 6 months; French—5 months; Spanish —5 months.

Applicants should be less than 30 years of age, have completed a minimum of two and one-half years of college or equivalent and have a general high-honors scholastic record. Exceptions will be made only in case of exceptional linguistic ability or accomplishment.

Applications must be accompanied by a Language Qualification Form (PRNC-NIS-REV 11-64), available upon request from BuPers and submitted via official channels to the Chief of Naval Personnel (Attn: Pers-422).

Classes in all languages commence the first Monday of each quarter, ie., 4 April, 5 July and 3 Oct 1949.

New Handbook Analyzes 62 Navy Occupations



A complete analysis of every vocation in one of the world's largest technical organizations—the Navy—is contained in a new 144-page manual entitled "United States Navy Occupational Handbook."

Used as a classification manual for personnel officers, as an aid to enlisted men in understanding their jobs and preparing for advancement, and as a guide for educators and counselors conducting civilian occupation courses, the manual serves a triple purpose.

Starting off with boatswain's mate and ending wtih steward, rating descriptions are arranged by groups according to the rating structure. Each vocational brief contains such information as a definition of the rating, its duties and responsibilities, a list of some of the tasks performed, the skill and knowledge obtained, assignment to duty of personnel, qualifications and preparation, the training given, paths of advancement, related naval occupations and related civilian jobs. The brief also explains that the occupation in time of national emergency would be divided into several emergency service occupations.

In addition to describing the 62 vocations for which the Navy furnishes training, the handbook also contains four additional monographs concerning the advancement of recruits to petty officers, women in the Navy, commissioned officers, and the Naval Reserve.

The publication was prepared by Reserve officers on temporary active duty. In civilian life they are educators or guidance and personnel officials. The handbook was developed under the supervision of the school and college relations officer, recruiting branch, in conjunction with the billet and qualifications research division of the Bureau of Naval Personnel.

Although all copies of the first press run will be used to fulfill a limited distribution among educational service officers, chaplains, classification officers, public information personnel, recruit training centers, the recruiting service, various civilian libraries, and schools and colleges, reprints of the handbook will be available for Navy standard distribution early in the summer. At present, it is not available for individual distribution.

DECORATIONS & CITATIONS

6 Units and 72 Ships Receive Awards for Operations During World War II

Six units and 72 ships have been awarded the Presidential Unit Citation or the Navy Unit Commendation for operations during World War II.

Information concerning eligibility dates is contained in BuPers Circ. Ltrs. 47-49 and 48-49 (NDB. 31 Mar 1949).

The PUC was awarded USS LCI(G) 70 for part in war operations at Cape Torokina, Bougainville, Is., USS LSM (R) 193 for part in occupation of Okinawa, Underwater Demolition Team 11 and Underwater Demolition Team 12 for Okinawa operations.

The NUC was awarded four units and 70 ships as follows:

• LCIs: USS LCI(L) 2, USS LCI 10, USS LCI(R) 31, USS LCI(R) 34, USS LCI(R) 64, USS LCI(R) 73, USS LCI (R) 338. USS LCI(R) 464, USS LCI (R) 659.

• LCSs: USS LCS(L) (3) 32, USS LCS(L) (3) 86.

• LCTs: USS LCT (5) 35, USS LCT (5) 152, USS LCT (5) 166, USS LCT(5) 212. USS LCT (5) 219, USS LCT (5) 224, USS LCT (5) 260, USS LCT (5) 268. USS LCT (5) 305, USS LCT (5) 391, USS LCT (5) 397, USS LCT (6) 637.

• LSMs: USS LSM (R) 188, USS LSM(R) 189, USS LSM(R) 190, USS LSM(R) 194, USS LSM 277.

• LSTS: USS LST 66. USS LST 197, USS LST 348. USS LST 359. USS LST 360. USS LST 451, USS LST 452, USS LST 458, USS LST 467, USS LST 468, USS LST 470, USS LST 605.

• Attack Transports: USS *President Adams* (APA 19), USS *Alpine* (APA 92), USS *Barnett* (APA 5), USS *Callaway* (APA 35), USS *Calvert* (APA 32), USS *Crescent City* (APA 21), USS *Harris* (APA 2), USS *President Hayes* (APA 20) USS *Heywood* (APA 6), USS *President Jackson* (APA 18), USS *Monrovia* (APA 31), USS *Leonard Wood* (APA 12) USS *Zeilin* (APA 3).

• Cargo Ships: USS *Alcyone* (AKA 7), USS *Libra* (AKA 12), USS *Titania* (AKA 13).

• AmPhib Force Flagships: USS *Biscayne* (AGC 18). USS *Mount McKinley* (AGC 7), USS *Rocky Mount* (AGC 3).

• High Speed Transports: USS *Brooks* (APD 10), USS *Crosby* (APD 17), USS *Gilmer* (APD 11), USS *Loy* (APD 56), USS *McKean* (APD 5), USS *Sands* (APD 13), USS *Ward* (APD 16), USS *Kilty* (APD 15), USS *Manley* (APD 1), USS *Stringham* (APD 6).

• USS SC 703.

• 22nd Marines, Reinforced, Tac-Grp 1. 5th Amphibious Corps.

• Underwater Demolition Team Four.

• Underwater Demolition Team Seven.

• Underwater Demolition Team 14.

Personnel on active duty should not request authority to wear the PUC and NUC from the Bureau of Naval Personnel but should direct requests to present commanding officers. COs upon receipt of a request will review the applicant's record to determine his eligibility and will grant such request if the record clearly substantiates the claim. Such authorization will be indicated on the current page 9 of the enlisted man's service record and in the case of officers by letter to the officer with a copy to the Bureau of Naval Personnel for inclusion in the officer's jacket. Copies of authorization by commanding officers to enlisted personnel are not desired by BuPers.

BuPers will issue at a later date, individual authorization and ribbons to eligible personnel. Individual application should not be made to BuPers except in doubtful cases.



Boot, Parris Island, S. C.

'You say you were lying on the lower sack when someone yelled ATTENTION?'



Gold star in lieu of third award:

★ RUHE, William J., LCDR, USN, Emmaus, Pa.: Service aboard USS *Crevalle* during three attacks against Japanese convoys which resulted in sinking of four enemy vessels from 21 June to 9 Aug 1944.

Gold star in lieu of second award:

★ GREFE, Theodore F., LCDR, USNR, Des Moines, Iowa: Executive officer and navigator of USS *Cabrilla* in action against Japanese during sixth war patrol, Luzon, P.I. from 13 September to 25 Oct 1944.

★ OLSEN, Robert I., CDR, USN, Portsmouth, N. H.: Commanding officer of USS *Angler* during first war patrol in enemy waters.

First award:

★ ABLE, Luke, W., LT, MC, USNR, Houston, Texas: Medical officer aboard USS *Aulick* in action against Japanese in Leyte Gulf, P.I., 29 Nov 1944.

★ BROWN, Dota C., LT, USNR, Hudson, Ind.: Naval gunfire liaison officer serving with the First Battalion, First Marines, First Marine Division, in action against Japanese at Peleliu, 15 Sept 1944.

★ CALHOUN, Edward A., ARM3, USN, McKeesport, Pa.: Action against Japanese on island of Celebes, N.E.I. 4-5 June 1945, after his patrol bomber plane had been forced down.

★ FARLEY, Joseph P., CDR, USNR, Bronx, N. Y.: Commanding officer of USS *Sederstrom* in action against Japanese in vicinity of Okinawa from 1 April to 21 June 1945.

★ FRIEDMAN, David L., QM3, USNR, Chicago, Ill.: Aboard motor torpedo boat during the rescue of a Navy fighter pilot in Wasile Bay, Halmahera Island, 16 Sept 1944.

★ GARDNER, Harry E., ENS, USNR, Waco, Texas: Member of underwater demolition team in action against Japanese during Iwo Jima assault, 17 Feb 1945.

★ GRIFFIN, John J. Jr., USNR, Jamaica,

L. I., N. Y.: Gunnery officer of USS *Emmons* off Okinawa, 6 Apr 1945.

★ HARRIS, Wilson D., CSC, USN, Jacksonville, Fla.: Crewman of USS *Hyman* in action against Japanese during assault on Okinawa, 6 Apr 1945.

★ HICKS, Marshall H., Jr., ENS, USNR, Columbia, S.C.: Resisting Japanese after his patrol bomber was forced down on island of Celebes, N.I.E. for two days, 4-5 June 1945, before succumbing to wounds.

★ HUDSON, Louis P., FC2, USNR, South Orange, N. J.: Service aboard USS *Emmons* off Okinawa, 6 Apr 1945.

★ JACKSON, Percival W., CDR, USN, Poughkeepsie, N. Y.: Pilot of torpedo bomber plane and commanding officer of Composite Squadron 27, 25 Oct 1944.

★ KASEL, John A., Jr., LT, USN, Pueblo, Colo.: Chief engineer of USS *Colhoun* in action against Japanese off Okinawa on 6 Apr 1945.

★ KIRKPATRICK, Charles Cochran, CDR, USN, Boulder, Colo.: Commanding officer of USS *Shea* in action against Japanese in vicinity of Okinawa 4 May 1945.

★ KIRVAN, William H., CAPT, USN, Portland, Me.: Commanding officer USS *Rodman* in action against Japanese off Okinawa 6 Apr 1945.

★ KISER, Everett, K., PHM1, USNR, Charlotte, N. C.: As medical corpsman attached to First Battalion, 29th Marines, Sixth Marine Division, Fleet Marine Force, during action against Japanese on Okinawa, 17 May 1945.

★ LAND, Jay W., LCDR, USN, Coronado, Calif.: Gunnery officer aboard USS *Brown* in action against Japanese in vicinity of Okinawa from 10 April to 18 May 1945.

★ MASSEY, Cecil F., BM1, USN, San Diego, Calif.: Coxswain of a whaleboat attached to USS *Canopus* in action against Japanese during assault on Quinaun Point, Bataan, 8 Feb 1942.



Gold Star in lieu of third award:

★ COWDREY, Roy T., RADM, (then CAPT), USN, Oregon, Wisc.: Force maintenance officer on the staff of ComServPac from 15 June to 15 Sept 1944.

★ ZIROLI, Humbert W., RADM, USN, (Ret.), New York, N. Y.: U. S. Naval representative and Deputy Chief of the Naval Subcommission of the Allied Commission and the naval section of the Military Affairs Committee, Allied Force Headquarters, Rome, Italy, from August 1945 to July 1947.

Gold Star in lieu of second award:

★ CARSON, Harry R., Jr., CAPT, USN, Kaufman, Tex.: Commander, LST Group 65, during operations against enemy Japanese forces in the Southwest Pacific war area from November 1944 to July 1945.

★ CARTER, Grayson B., CAPT, USN, La Jolla, Calif.: Commander LST Flotilla Five during operations against enemy Japanese forces on Rendova, Treasury, Bougainville, Green and Emirau Island from June 1943 to May 1944.

★ CRONIN, Joseph C., COMO, USN, Coronado, Calif.: Commanding officer of the USS *Tulagi* during operations against enemy Japanese forces at Iwo Jima and Okinawa from 25 March to 8 May 1945.

★ GRAHAM, Roy W. M., CAPT, USN, Knoxville, Tenn.: Communication officer on the staff of Commander Hawaiian Sea Frontier and as district communication officer, 14th Naval District during operations against enemy Japanese forces from outbreak of hostilities on 8 Feb 1944.

★ MCLEAN, John B., CAPT, USN, Alanton-London Bridge, Va.: For action against Japanese in Southwest Pacific area, prior to and during the assault operations on Mindoro, Philippine Islands, 15 Dec 1944.

First award:

★ AURAND, Evan P., CDR, USN, Aiea Heights, T. H.: Assistant to the officer-in-charge, Project Afirm, in support of operations against the enemy from July 1942 to November 1943.

★ BARBOUR, Herbert L., CAPT, (MC), USN, Long Beach, Calif.: Medical officer in charge of the hospital unit of Cub Three from 6 Mar 1943 to 16 Feb 1944 and as medical officer in command of Naval Base Hospital Number 11 at Munda, New Georgia, from 17 February to 29 May 1944.

★ BEAUREGARD, Augustin T., RADM, USN (Ret.), Coronado, Calif.: Naval Attache and Naval Attache for Air, and subsequently as Chief of the U. S. Naval Mission and Commandant of the Naval Operating Base, Rio de Janeiro, Brazil from June 1941 to May 1943.

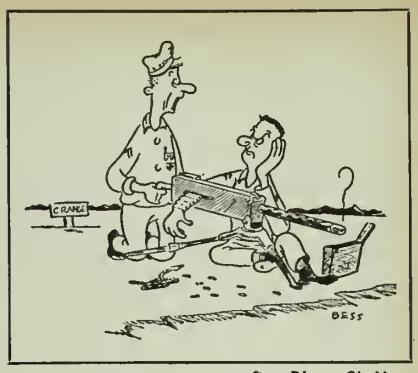
★ BENSON, Lloyd G., LCDR, USNR, Cincinnati, Ohio: Commanding officer USS *Kilty* in action against Japanese forces in the Southwest Pacific and Philippine waters from 8 Apr 1944 to 25 Feb 1945.

★ BRAUN, Boynton, L., CAPT, USN, (Ret.) Washington, D. C.: Commanding officer USS *Bennington* during operations against enemy Japanese forces in Western Pacific from 1 July to 15 Aug 1945.

★ CULLINAN, Ralph, Jr., CDR, USN, (Ret.), New York, N. Y.: Commanding officer USS *Lawrence C. Taylor* in action against Japanese in Pacific war area on 17 Nov 1944.

★ DERX, Martin R., CAPT, USN, (Ret.), Coronado, Calif.: Port Director, 14th Naval District, and as convoy and routing officer, Hawaiian Sea Frontier, Territory of Hawaii, from 7 Dec 1941 to 2 Sept 1945.

★ DOBBS, William A., CDR, USNR, Ackerman, Miss.: Commanding officer USS *Fessenden* during operations against German forces in the Atlantic war area 30 Sept 1944.



San Diego CheVron
'Now, whatja say?'

★ FAILINO, Rollin A., CAPT, USN, (Ret.), North Miami, Fla.: Convoy and routing officer on the staff of Commander Philippine Sea Frontier during operations against Japanese forces in the Philippine and Western Pacific areas from 7 Dec 1944 to 15 Oct 1945.

★ FARLEY, Edward T., CDR., USNR, Wethersfield, Conn.: Commanding officer USS *Schley* in action against Japanese in Southwest Pacific and Philippine waters from 8 Apr 1944 to 25 Feb 1945.

★ HOLLAND, Ashley, L., CDR, USN, (Ret.), Bremerton, Wash.: Commanding officer USS *Ortolan* during operations against the Japanese in vicinity of Guadalcanal from July 1942 to September 1943.

★ JENSEN, Harold L., CAPT, (MC) USN, Pearl Harbor, T. H.: Senior medical officer USS *Solace* during operations against Japanese forces in the Pacific from August 1940 to 23 Dec 1941.

★ JOHNSON, Raymond W., CDR, USN, Queens, L. I., N. Y.: Commanding officer USS *Herring* in action against enemy off coast of North Africa from 20 Oct 1942 to 14 July 1943.

★ LANIGAN, Edward J., CAPT, USNR, Seattle, Wash.: Commandant of the Naval Operating Base, Rio de Janeiro, Brazil, from September 1944 to September 1945.

★ MIDDLETON, Keitch C., CDR, USNR, Seattle, Wash.: Port Director of the Naval Base, Manila, during operations against Japanese forces from 17 May to 10 Oct 1945.

★ MURPHY, George, CDR, USNR, Detroit, Mich.: Flag secretary and administrative aide to the commander Marshall-Gilberts area from 9 May 1944 to 5 Jan 1946.

★ NIEKUM, Philip, Jr., CAPT, USN, Arlington, Va.: Commander of an amphibious tractor group and later of a demonstration tractor flotilla during action against the Japanese at Iwo Jima, Okinawa, Iheya Shima and Aguni Shima from February to June 1945.

★ YOUNG, Louis T., CAPT, USN, (Ret.), Springfield, Ore.: Commanding officer USS *Prometheus* during operations against the Japanese in the vicinity of the Solomon Islands from August 1942 to May 1943.

BOOKS: THE LIST FOR MAY FEATURES HISTORY

HERE are some outstanding books you will find among the new ones constantly arriving from BuPers at your ship or station library. Whether your taste calls for fact or fable, the long or the short, it looks like good reading this month.

• *Their Finest Hour,* by Winston S. Churchill; Houghton Mifflin Company.

Here is a sequel to *The Gathering Storm*, reviewed in ALL HANDS last August. It is the second of five proposed books by Mr. Churchill concerning World War II.

This 750-page book fulfills every expectation aroused by *The Gathering Storm*, and those expectations were big. Here the great Englishman is writing of the days when his country was undergoing the crisis of defeat. (The first 100 pages show the battle of France and the retreat to Dunkirk.) But he goes on to the glory of England's supreme resistance and the triumph of her returning strength.

Parallel to England's problems, the book shows Winston Churchill's own staggering task. It starts with the problems he faced upon assuming the office of Prime Minister in 1940 and carries the reader through the tumultuous events leading up to and through the victorious African campaign. Amidst all these crises, Mr. Churchill managed the British internal economy, guided the Commonwealth and Empire into becoming an effective fighting machine and carried on complex negotiations with the U.S. Readers will here learn why many call Churchill the greatest statesman of our time.



ENGLAND'S supreme resistance is portrayed by the indomitable Mr. Winston Churchill in *Their Finest Hour.*

There are more than a score of maps and charts, and the author's stunning statement of the book's theme: "How the British people held the fort alone till those who hitherto had been half blind were half ready." A 100-page appendix at the back is filled with fascinating correspondence.

* * *

• *U.S. Stories,* selected by Martha Foley and Abraham Rothberg; Hendricks House-Farrar Straus.

A short story concerning each state in the Union and one about Washington, D.C.—49 stories in all—make up this book. In many cases the authors are persons constantly identified with the states concerned—Erskine Caldwell for Georgia, for instance; Jesse Stuart for Kentucky, John Steinbeck for California and William Faulkner for Mississippi. Other stories are written by authors still not widely known, but they're all good stories—maybe the best.

The stories vary widely in tone and subject matter. The one about North Dakota concerns a young farmer and his wife in the early days of the state. The one about D.C. shows a professor holding down an important government job during the post-war reconversion. The story laid in Connecticut takes us inside the mind of a henpecked husband of any day who likes to imagine he's a colorful and powerful character.

Throughout, the editors sought the story which most vividly represents one facet of life in each state. They did a good job.

* * *

• *Prairie Avenue,* by Arthur Meeker; Alfred A. Knopf.

Chicago is the setting of this new novel—Chicago from 1885 to 1904. Young Ned Ramsay is the leading character, but some readers will consider Prairie Avenue itself the hero of the story.

Still, it is through the eyes of Ned that we view Prairie Avenue and the people who lived on it and the city that clattered about it. Ned had no roots in his early boyhood; his shifting life had been patterned by the good times and bad times of his father's fortunes. And during one of the bad times he went to live with Aunt Lidia and Uncle Hiram. That was when Prairie Avenue claimed him for its own. Wise for his years, he saw much behind the scenes of the lusty young city.

It's a full-blooded and fascinating story about glamorous and wholly credible people.

* * *

• *The Coral Sea,* by Alan Villiers; Whittlesey House.

Here is a fine non-fiction book by the author of *The Set of the Sails*, which was reviewed in the February 1949 issue of ALL HANDS.

There are many passages which read like an epic tale of personal adventure on the high seas, but the book goes deeper than that. It is, in fact, the story of a vast sea area east of Australia—the Coral Sea. It's the story of that sea's reefs, islands and the Melanesian natives who live upon them; of the marine life, some of which helped create those reefs; of explorers, and exploration which lasted 100 years. It's the story of the Spaniards, the Portuguese, the Dutchmen, the Frenchmen, the Englishmen —adventurers all—who uncovered the area and prepared the way for the others who came afterward. And it's also the story of those who did come afterward—the traders, sandalwooders, "blackbirders," missionaries and colonizers. . . .

Readers of adventure-spiced fact will eat it up.

* * *

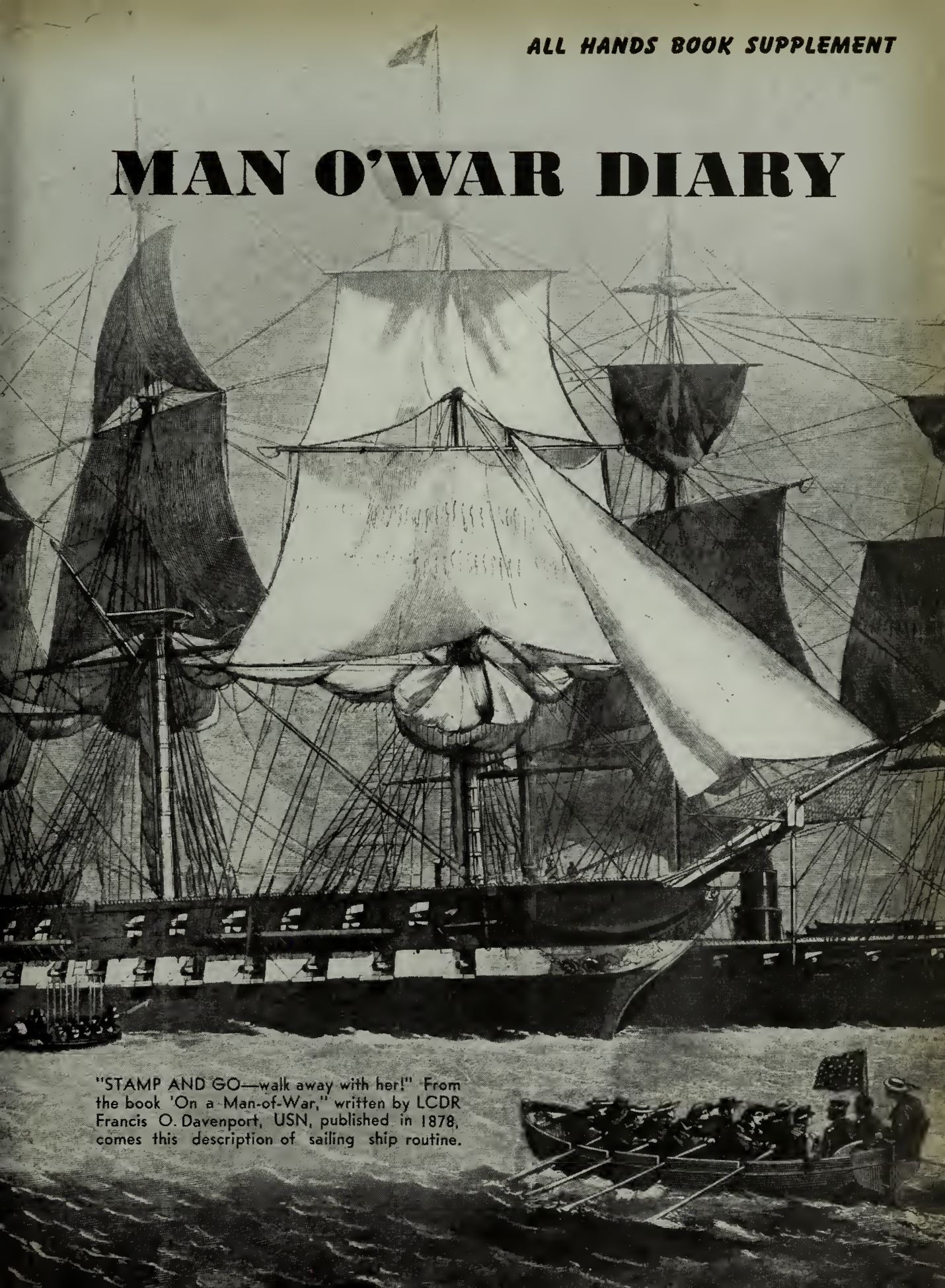
• *The Great Pierpont Morgan,* by Frederick Lewis Allen; Harper and Brothers.

Did you know that Pierpont Morgan once owned a steam yacht as large as a destroyer?—Once made a baby a life member of the Metropolitan Museum?—Was once invited to teach mathematics in a German university?

These are only a few of the fascinating facts this book gives about the great Morgan.

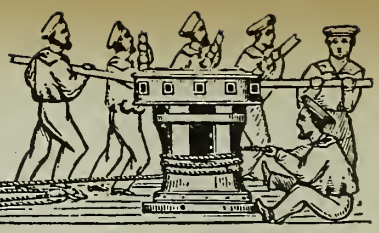
In a series of brilliantly written scenes, the colorful personal life of Morgan is revealed here. Lovers of biography will find it a fascinating book.

MAN O'WAR DIARY



"STAMP AND GO—walk away with her!" From the book 'On a Man-of-War," written by LCDR Francis O. Davenport, USN, published in 1878, comes this description of sailing ship routine.

MAN O'WAR DIARY



Editor's note—The life and times of a vastly different Navy—of sailing ships and of men more fittingly named "sailors" than today's seamen — is brought into close focus in this account of ordinary routine on board the frigate USS Sabine *in the year 1866.*

Here are the orders, customs, occupations and incidents of ordinary sailing-ship life which are no longer a part of the Navy, a world in which the best seaman of today would find himself completely out of place.

After previous service during the Civil War on board several Northern ships, Lieutenant Commander Francis Davenport, USN, *reported to the Naval Academy as an instructor and then to duty on board* Sabine *as described.*

I HAVE often been asked to give some idea of the general routine on board an American man-of-war, and I know of no better way than to jot down my actual experience in the fitting out of a ship from a navy yard.

I received my orders from the Secretary of the Navy on the 9th of June, 1866, detaching me from the Naval Academy staff to report to the USS *Sabine,* second rate, at Boston, Mass.

Arriving at the Navy Yard, I presented myself at the commandant's office with the objectionable uniform cap invented by one of the admirals and only worn when one was afraid not to wear it. I entered the admiral's sanctum to introduce myself and to get his indorsement on my orders.

The paymaster pays according to your "orders," and until I reported, I was on "leave" pay, whereas as soon as I reported I became entitled to "other duty" pay, which is twenty per cent higher. As soon as the ship is put in commission the officers are entitled to "sea pay," which is still higher.

A certain allowance of seamen, ordinary seamen, landsmen and boys is detailed from the receiving ship as a crew for the vessel fitting out, and every officer who is interested visits the receiving ship to find out if there is some particular one that he wants, and works wires as best he can to get his choice included in the list finally detailed to the ship.

When the ship is quite ready the crew is sent on board, and all hands being assembled on the quarter deck the flag is hoisted at the peak and the pennant to the main truck, and the ship formally turned over to its commander by the commandant of the yard, and the ship is in "commission."

The executive officer at once organizes the crew, dividing the men into two watches—starboard and port watch, so many men as forecastlemen, foretopmen, maintopmen, mizzentopmen and afterguards.

The forecastlemen do duty from the foremast forward, the foretopmen aloft and on port side from foremast to mainmast, the maintopmen aloft and on starboard side from foremast to mainmast, mizzentopmen—aloft and on port side from mainmast aft, and afterguards on starboard side aft.

A foretopman would look with pitying contempt on a young officer who directed him to "squilgee down" in the starboard gangway, and would call one of the maintopmen to look out for his own part of the ship. One of our admirals was ordered out to take command of the Mediterranean squadron, and, upon coming on board the flagship, was met at the gangway by an old classmate (the one he was to relieve) with the salutation, "Hallo, old fellow, how are you?" and observing that the Admiral had carefully combed his back hair forward up and over to cover the bald top of his head, added, "Well, that's the first time I ever saw afterguard doing foretop duty."

2

The executive officer selects from the crew the petty officers allowed by the allowance book. I had 50 to choose. One master at arms, who is chief of police and in charge of berth deck; two ship's corporals, aids to master at arms; four coxswains; two captains of the forecastle; two captains of the foretop; two captains of the maintop, mizzen and afterguard; two boatswains' mates, one gunner's mate, four quarter gunners, etc. When the list is made out the captain approves and directs the paymaster to take them up on his books according to the pay of their respective offices. A seaman gets $18 a month and his ration, while the petty officers get $20, $24 and even $30, and in steamers the machinists get, I think, $76.50 a month.

The crew is then stationed for every evolution, and each man can find his station by his hammock number, displayed in some suitable place framed for their inspection. As each man has to be stationed for "getting under weigh," "bringing ship to an anchor," "tacking ship," "wearing ship," "loosing and furling," "reefing topsails," "in and out boats," "up and down topgallant and royal yards," etc., it is no small piece of work to watch and station a crew of 500 men. Then the crew has to be "quartered," or stationed at the guns. Our ship had 22 guns on the gun deck—10 nine-inch forming the first division, in charge of the third lieutenant, and 12 long thirty-two's, forming the second division, in charge of the fourth lieutenant; eight thirty-two's on the quarter deck, four thirty-two's forward, with a hundred-pounder rifle Parrot on the forecastle and another aft.

The navigator had charge of the powder division, passing the different cylinders or cartridges for guns of the various calibers.

The captain is stationed where he chooses, generally on the bridge, and the executive by his side, or where he can see the best and make himself heard.

I then assigned the different crews to the eight boats. This is a very nice operation, as you want the best men who generally pull the best oar, and if you take too many from one part of the ship you are soon notified that Brown, the "captain of the forecastle," is at the mast and wishes to speak to the first lieutenant. (The mainmast is the tribunal of justice on board a man-of-war, and a man at the mast must be attended to.)

"If you please, sir, we didn't have but two men, starboard watch, this morning to wash decks."

"Two! Why not?"

"Why, there's four gigsmen, and they was to sleep in till six bells (the captain was out till one o'clock), and there was one in the dingey (market boat), and Smith he's cook of the mess, Flattery is on the list (sick list), and Tom Scott didn't come off last night in the ten o'clock boat. I wish sir,. you'd give us a man for sweeper, sir. That Jones, sir, ain't fit for captain of the head, sir."

If I promised him a man from the maintop you can depend upon it I heard from the "captain of the maintop" right away.

The flag is hoisted at eight A.M. in summer and at nine A.M. in winter at the peak of the spanker, and should always be taut or close up to the peak. The pennant should never be hauled down, as it is the designating mark of a ship in commission, and when the long day pennant is changed at sunset for the short night pennant the latter is sent up in a ball and the stop broken as the other comes down.

I have heard of an irascible old captain "holler" at a quartermaster for neglecting this ceremony, saying, "Damn your eyes, do you want to put the ship out of commission, sir?"

The Union Jack, white stars on a blue field, is hoisted on a flag-staff stepped on the bowsprit cap, and is displayed at the same time with the "colors," and like them hauled down at sunset. During a funeral ceremony the colors are half-masted or lowered about one-third the way down, and I heard the captain one day, coming on board and observing the halliards slacked down about two inches go for the officer of the deck with the sarcastic question, "Anybody dead, sir?"

Whereupon the officer of the deck turned hastily to the quartermaster with: "Get a pull of those peak halliards there."

3

The next morning after the ceremony of putting the ship in commission, the captain gave me orders to get the ship under weigh, under sail at two P.M. and go down the harbor to an anchorage. Of course I was nervous. I was only 22 years old, and felt that there were some things about a ship that I did not know; besides, when I stood upon the bridge, I felt so small and the ship looked so infernal long, that I determined at once that the only way to run the ship at all was to claim the privilege of doing all the talking myself. Even on shore, you know, there is a general tendency for every one to suggest how to do it.

I had watched, quartered, and stationed the ship's crew for everything, but still wondered if I had not forgotten something. Perhaps when I gave the order to "frow de ank," de ank might have no rope to it. The experience of a classmate of mine did not reassure me, for under precisely similar circumstances when he gave the order, "Aloft, sail-loosers," he said every mother's son of 'em went aloft, and he found he had forgotten to station any men at the clew jiggers and buntlines on deck, so he had to call them down and start anew.

Well! all the navy yard people, including some rather pretty girls, came down to see *Sabine* get under weigh; so I marched into the cabin, and swallowing a lump in my throat I said boldly:

"I will get under weigh, sir, if you please."

The captain smiled a little and said, "Certainly, Mr. Davenport, whenever you are ready."

So, having no other excuse for delay, I said to the officer of the deck:

"Well, sir, I will relieve you; we will get under weigh."

As we were fast to the wharf, there was no anchor to raise, so I sent a messenger boy to the boatswain, "All hands loose sail."

Soon I heard his pipe followed by a second from his mate and third from another mate, and then altogether rising higher and higher and falling, this twice repeated and then the hoarse cry, "Loose sail," "loose sail," "loose sail."

I could hear the master at arms on the berth deck: "Look alive there now, tumble up there, on deck there everybody; loose sail"—until I thought I had lost all the sail I wanted to. The men all quickly went, each to the place assigned him, the officers all took their stations, one on the forecastle, one in each gangway and one aft, all curiously looking up to see how the executive would work ship. I felt a little relieved to see that they all seemed to be about where I had seen them in other ships, when I was a junior, and I hoped that I had made no mistakes. With the feeling that I should not be surprised if the mainmast with all its heavy rigging should suddenly tumble overboard, I put up my trumpet and gave my first order on that eventful cruise:

"Aloft, sail-loosers. Man the boom tricing lines."

And then, with a caution to the men to keep in the slings of the yard until ordered out:

"Trice up—lay out and loose. Man the topsail sheets and halliards—let fall. Sheet home, down booms, lay down from aloft. Hoist away the topsails."

The shrill whistle of the boatswain's mates and the prompt obedience to my orders soon restored my confidence, and as we let go our lines and hoisted jib, the old frigate payed off from the wharf and stood beautifully down the harbor, the band playing and friends waving and cheering on the wharf. I was so delighted that at a nod from the captain I gave the order:

"Stand by to man the port rigging and give three cheers. Lay up—cheer—lay down."

So you see that even when we cheer on board ship, we have to do it by rule.

We sailed down the harbor with a fair wind, under topsails, jib and spanker until near where we intended to anchor. Then the word was passed with the same ceremony, and whistling, "Bring ship to anchor," the men went to their stations. The two men who were to let go the 7,000-pound anchor looked to see if the trip stoppers were all ready; the compressors were hove back to allow the chain to run freely from the chain lockers; the topsail crews were stoppered and the sheets unhooked, and the order given: "Man the topsail, clew jiggers and buntlines. Jib downhaul, hands by the sheets and halliards, haul taut, shorten sail."

Up went the clew jiggers, down came the heavy yards on the caps, quick hands squaring the yards as they came down, down went the helm, and as soon as she lost headway came the order:

"Stand clear of the starboard chain—let go the starboard anchor."

The ship was riding quietly head to wind, and I was able to "pipe down" and turn the deck over to the regular officer of the watch, to clear up the gear and go to supper.

At daylight the next morning all hands were called,

hammocks piped up, lashed neatly and stowed in the hammock nettings which run round the rail of the ship, protected from the weather by painted canvass hammock cloths, hauled over when the hammocks are all in, and stopped down securely. The market boat was sent ashore with the various stewards of the different messes, and the order passed to "wash decks." At 7:15 A.M. the decks were thoroughly cleaned and the ship scrubbed inside and out. The mess cloths were then spread, and at seven bells (7:30 A.M.) "piped to breakfast." I then relieved the officer of the deck to dress, so that when the officer of the forenoon watch came on at 8:30, having finished breakfast, the other would be able to sit down to his own and not delay the ward room boys, making them late to "quarters."

At this time the executive officer receives the report of the gunner, carpenter, boatswain and sailmaker, all warrant officers drawing pay at from $1,200 to $1,800 per annum. The gunner reports "the battery secure," and suggests work for the day in his department. The carpenter asks which of the numerous things he shall do first (he has two mates and never catches up with his work during the cruise); there's a hole stove in the second cutter, the garboard streak of the launch wants calking, one of the gigsmen broke an oar and he must cut over one to fit, etc. The sailmaker reports a chafe in the maintopsail and asks if he can have it unbent and sent down, and reluctantly admits that it might be repaired aloft. The boatswain reports that he has been over the ship from the end of the flying jibboom to the tip of the spanker, that all is in order, only a few ratlines wanted in the topmast rigging, a little chafe in the eyes of the rigging, foremast head, and, if you give him time, he'll make a list that would take three months to complete.

Five minutes before eight A.M., eight bells is reported to the commander, who may direct that the topgallant and royal yards be crossed, or sails loosed, or some similar evolution be executed with the hoisting of the colors at eight A.M. If yards are to be crossed "all hands are called," the yards sent up, and at the third roll of the drum the yards swing across, the colors rise to the peak, the pennant changes from short to long pennant, the Jack is hoisted forward at bowsprit cap, the bell strikes eight times, the band plays, the boats to be used during the day are lowered from the davits, and all at once you can imagine a Babel of sounds, but in a well disciplined ship there is no confusion and comparatively little noise beyond the shrill whistles of the boatswain and mates, which, by their modulations, indicate "lower away," "hoist," "belay," and "veer," so that orders by voice are not actually necessary.

Sometimes in addition to all the above, sails are loosed, and it tasks an officer to the utmost to see that all goes on well and at once.

At 9:30 the drum beats to quarters, whereupon every man repairs to his station at the gun or particular place assigned him. The officer of the division inspects his division with their arms and accoutrements to see if they are clean and tidy and that the "bright work" is properly burnished for inspection, reporting the condition to the executive officer, who, in turn, reports to the commander. If that officer expresses his desire to inspect the ship, he walks past the various divisions.

When Admiral Porter and others inspected this same ship they crawled into the magazines and visited all the store-rooms, and asked me suddenly:

"What hatch is this, sir?"

"The block room, sir."

"Please open it."

When the hatch was taken off, and the combings appeared clean and whitewashed, they winked at each other, and had another obscure one lifted to see if there was any neglect.

4

After "quarters" there is generally an exercise at great guns, boats, yards and sails, manual of arms, broadswords, howitzer drill, or something of the kind, after which the 10 o'clock boat is called away, and those who have permission go ashore, the boat shoving off at the stroke of the bell by order of the officer of the deck, so that those who are not on hand lose their passage and cannot get another boat until one P.M.

During the forenoon the work of the ship occupies every man on board, the executive officer is busy in consultation with his staff of workmen as before described, the various orders being executed according to rule and system.

For example, the gunner at 7:30 gets permission of the executive officer to scrape and relacquer Number two guns, first division. When ready, about 10:30 A.M. he goes to the officer of the deck and states his authority, the latter sends a messenger boy to the officer of the first division, who comes up and requests that the officer of the deck will have Number two gun's crew called to quarters, upon this the gun and crew are turned over to the gunner to do as he desires. When he has finished what he wished to do, he secures the gun and reports the fact to the officer of the deck.

At seven bells (11:30 A.M.) all work ceases, sweepers are piped and "a clean sweep down fore and aft" ordered; the mess cloths are spread, the ship's cook brings a sample of the bean soup or the boiled fresh or salt beef to the mast for inspection, and if approved he is ordered to "serve it out."

At one P.M. the "hands are turned to," and the one o'clock boat sent ashore; work goes on as before until 3:30 P.M., when the decks are swept, and supper piped at four P.M. While the crew are at meals a red "meal pennant" is displayed at the mizzen truck or at the crossjack yard arm to warn outsiders that the men are not to be disturbed.

At "sunset" the evening boat returns, the colors are hauled down, with beat of drum and pipe, and the crew are called to evening quarters, which is simply a muster to see if everybody is accounted for.

About six bells hammocks are piped: "All hands stand by your hammocks." The men stand in line abreast of the netting where their hammocks are stowed, and at the order "lay up" and "uncover" the men detailed as hammock stowers swing themselves up and throw back the cloths; "pipe down" is followed by the cries of the eight stowers calling the numbers, "16," "8," "44," etc., and "13," "17," "93," etc., odd numbers being in starboard watch, even numbers port watch, and stowed accordingly.

5

"All hands up anchor, ahoy," was the morning salutation to those who had not been included in the usual call of "all hands" at daylight the next day, and speculation was rife as to our destination.

There was a hurrying to and fro as the men repaired to their stations for getting under weigh, and the captains of the tops went aloft to see that their running gear was clear and ready for quick work. The gunner and his gang got up and passed the heavy messenger which, passing round the capstan and forward through the manger, passed the hawse-holes near the chain, and performing an endless circuit, drew in the chain with it, being attached thereto with nippers and devil's claws. The carpenter shipped and swiftered in the capstan bars, on spar and gun-deck one above the other, and the order was given:

"Man the bars. Heave round."

As the chain comes slowly in to the inspiring music of the fife, the men keeping step to the music, it is cleaned and payed below into the chain lockers where it is tiered by the tierers. When the chain is short, the order is given: "Make sail."

About seven P.M. (six bells in the second dogwatch) it began to freshen up, so that the captain directed the officer of the deck to take in the royals and flying jib. The ship was standing along to the southward, about two points free, the wind being abeam, going about eleven knots, this being her best point of sailing. The port watch of hammocks was piped down, the starboard watch having the eight hours out, and everything was made snug and clear for running.

As it was now quite dark, the masthead lookout was called down, and the regular lookouts stationed. There is a lookout at the starboard cat-head, one at the port cat-head, starboard and port gangways and starboard and port quarters. It is their duty to keep a bright lookout and to report anything that they see, promptly, to the officer of the deck. At every stroke of the bell, that is, every half hour, they call their station in the above order to show that they are wide awake. Some of the responses are vary funny, especially during the first part of a cruise, before the men have quite learned what is required of them.

The wind increased during the first watch, so that the captain decided to reduce sail. Accordingly the officer of the deck notified me, just before midnight, that "it was reef topsails."

I came on deck and relieved the officer of the deck in time to call the midwatch, and as "reef topsails" means "all hands," the unfortunate starboard watch was obliged to stay on deck with the port watch.

"On deck everybody, reef topsails," was the order, and in a few minutes the men were at their stations. It was then blowing quite fresh—too fresh, indeed, for a landsman to go aloft. I however took in the topgallant sails and gave the orders:

"Man the topsail clewlines and buntlines."
"Hands by the topsail halliards."
"Haul taut."
"Round in the weather topsail braces."
"Settle away the topsail halliards."
"Clew down."
"Pull up the buntlines."
"Stand by to lay aloft and take one reef in the topsails."
"Aloft, topmen."
"Man the boom tricing lines."
"Trice up."
"Lay out and take one reef."

The men were up and out on the yard as quickly as the orders were given, and picking up the sail lighted it to windward to enable the captain of the top, at the weather earring, to haul it well out and up on the yard. Then—

"Light out to leeward and tie away."
"All ready with the main, sir."

The mizzen always reports first, being a smaller sail and having no booms to trice. They generally report whether ready or not, trusting to their custom of getting through first to carry them out.

"Stand by the booms."
"Lay in."
"Down booms."
"Lay down from aloft."
"Man the tops'l halliards."
"Tend the braces."
"Ease away the gear."
"Hoist away the topsails."
"Stamp and go—walk away with her!"

are the usual terms of encouragement, and the topsail yards are hoisted and braced in a little more than before, the topgallant sails are set, and the watch goes below to be called again at four A.M.

The next morning the wind moderated and sail was made again, the officer of the morning watch having shaken the reefs out of the topsails, washed decks and freshened things up generally for Sunday. At 9:30 A.M. quarters and inspection, and then the bell tolled for church. Divine service is generally held Sunday morning on board a man-of-war, the men being seated, in pleasant weather, on capstan bars round about the spar deck capstan, which forms a very convenient pulpit for the chaplain.

A visitor on board a man-of-war, before the stoppage of the grog ration, on witnessing the haste displayed by the men in getting to church service, said:

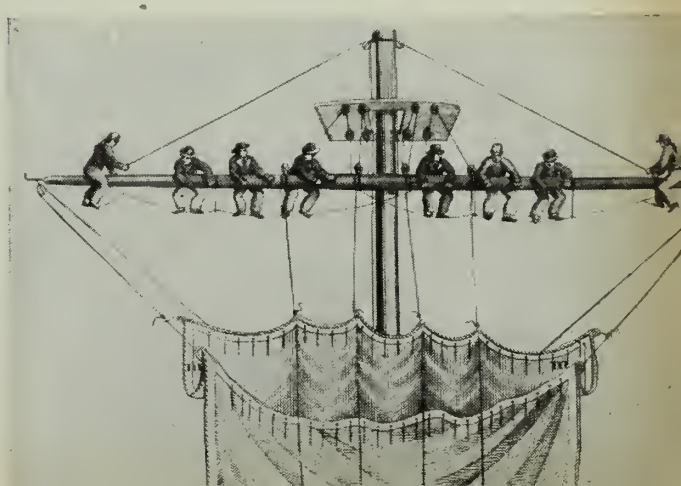
"Why, you don't have to go to church, do you, unless you want to?"

"Oh, no," replied the man, "we don't have to, only we lose our grog if we don't."

The grog days are over now, however, in the United States Navy.

"Now mess-mates pass the bottle round,
It is the last, remember,
For our grog must stop, and our spirits drop,
On the first day of September.

"All hands to 'splice the main brace' call,
But we'll splice it now, in sorrow,
For the spirit-room key will be laid away,
Forever, on to-morrow."



TAFFRAIL TALK

NOW ALL HANDS is on Broadway, lending a minor touch of authenticity to the play about the wartime Navy, *Mister Roberts.*

Pointing out that the playwrights "wanted everything to be real and the magazines are some of the factual detail," a letter from the producers' representative describes the scene: "Robert Keith, in the character of 'Doc,' reads a copy in LT Roberts' room.

"There are actually three copies on the desk. Since the play takes place in 1945, the three copies (we are sticklers for realism)



are March 1944, July 1944 and September 1943—all well worn as if they had knocked about the ship for some time."

That really is real.

"Our cast (or should I say crew) are just as realistic," the letter continues. "Seven served in the Navy. With few exceptions, the rest of the company were in the Army, but they have learned to wear the Navy uniform with dignity."

★ ★ ★

Late on some future foggy afternoon, when the mist presses around the quarter deck like a collision mat over a section of damaged hull, an unseen boat will approach the gangway and be hailed by the boatswain mate of the watch: "Boat ahoy!"

Out of the fog comes the reply: "*United States!*"

We can envisage the messenger of the watch hurrying to the commanding officer with the news, "A boat is approaching the gangway carrying either the President or the Vice President of the United States or the commanding officer of the ship *United States.*"

Although the super carrier of that name now has just been laid down and it's unlikely the President or Vice President would make an unannounced visit, there probably will be some worried brows on hearing that call.

The ambiguous answering hail would be entirely proper. The name of the ship indicates the CO, and "United States" stands for the Commander-in-Chief or the Vice President.

★ ★ ★

From USS *Bairoko* (CVE 115) Commander C. S. Willard, USN, writes to say that word-coiners are overlooking a natural combination.

Instead of saying "naval aviator" and "naval aviation," the commander suggests "naviator" and naviation."

"I think the words could be worked into Navy use for recruiting and morale purposes," he says, "and possibly even be adopted officially."

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where specal circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: This unidentified bluejacket performs his job of painting the anchor of USS *General Randall* (AP 115) against a backdrop of the vessel's bow, while docked at NSC Oakland, Calif.


TALL
IN THE
TIDE

YOUR *OWN* COPY!

THROUGH PERSONAL SUBSCRIPTION...



HERE'S HOW Send check or money order for $2.00 for one year's subscription—12 issues—to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Check or money order should be made payable to the Superintendent of Documents.

D208.3:388

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

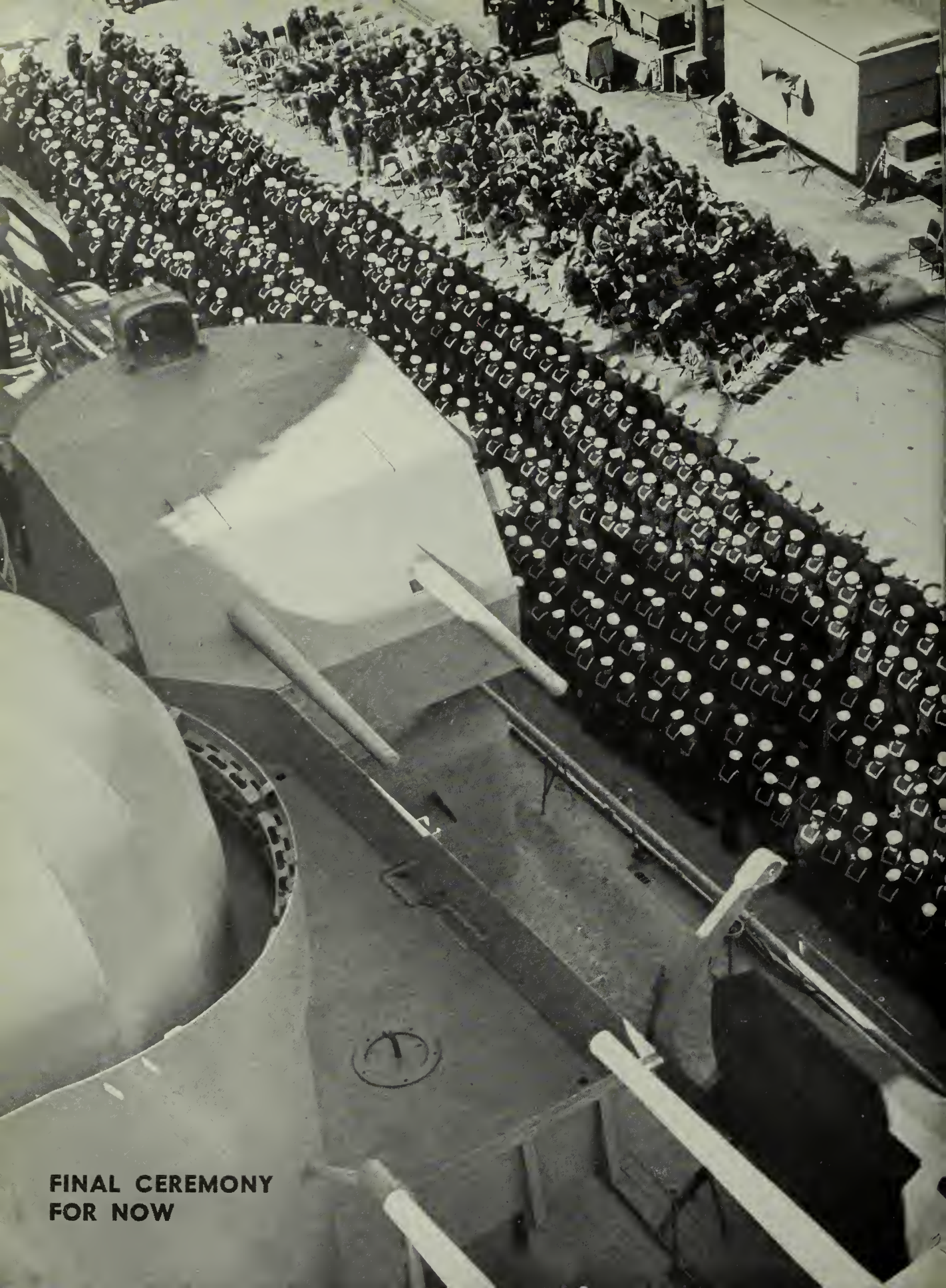
NAVPERS-O



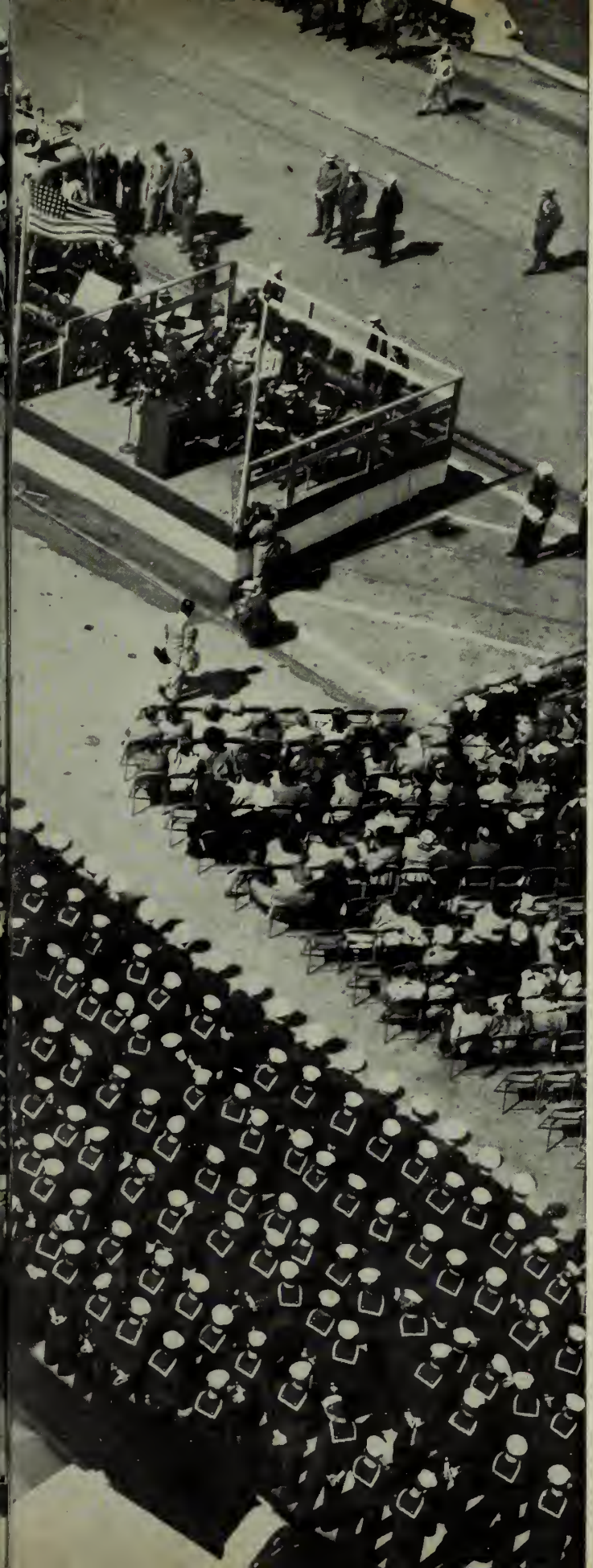
This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

JUNE 1949



FINAL CEREMONY
FOR NOW



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JUNE 1949 Navpers-O NUMBER 388

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

	Page
Rough Duty	2
Off-Duty Work Produces Top-Notch EM Club	5
The Word	6
Super Plane Becomes Super Salesman	8
World's Sea Lanes Are Our Life Lines	10
Your Good Health Is Their Business	13
Hear Those Bells—They Tell a Briny Story	17
Training Reserve Sonarmen and ASW Personnel	19
Sailors Learn How to Be Good JOs	23
Back on Duty	24
Letters to the Editor	26
Outlying Air Station Has Wild West Tang	30
Navy Sports Roundup	39
Servicescope: News of Other Armed Services	42
Bulletin Board	44
Legislative Roundup	44
Single Medical Service Proposed	46
Pay Grade 1-A Waiting List	49
New Surgical Techniques	50
Summary of Uniform Regulations	52
Directives in Brief	56
Equal Treatment, Opportunity	57
Books: Hand-Picked Volumes	58
Book Supplement: *Attack of the Horse Marines*	59
Taffrail Talk	64

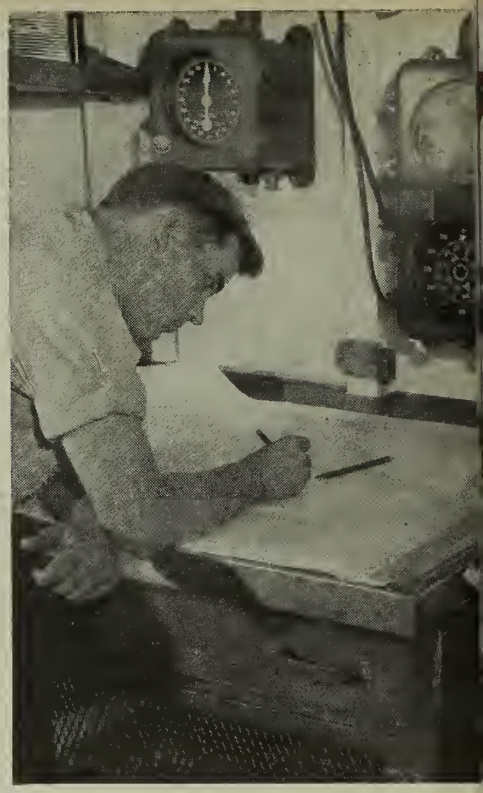
• FRONT COVER: Typical of happy hours ashare for Navy men is this photograph of Carl G. Tatem, SN, USN, of Encienitas, Calif., helping Miss Helen Pippin af El Darado, Ark., inta a paddle boat in the Tidal Basin, Washingtan, D. C.—*ALL HANDS* photo by Kenneth E. Rolph, PH3, USN.

• AT LEFT: As the skeleton crew af 650 stands in ranks, a 25-minute ceremany formalizes the entrance of the battleship USS *Iawo* inta the mothball fleet (See p. 18). *Iowa* was decammissianed at San Francisco Naval Shipyard, Hunters Point.—*San Francisco Chronicle* photo by Barney Petersan.

CREDITS: All photographs published in *All Hands* are official U. S. Navy photos unless otherwise designated: pp. 32-33, upper left, ARC; lower right, AP.



ROUGH DUTY



BALLOON for gathering weather data is filled with helium (left). Above: Aerographer's mates plot both surface and upper atmosphere weather information

THIRTEEN hundred miles northwest of Midway Island lies a desolate, storm-lashed section of the Pacific Ocean that is identified only by a dot on aerological charts as Weather Station Jig. Here can be found, every day of the year, a Navy PCE recording weather data.

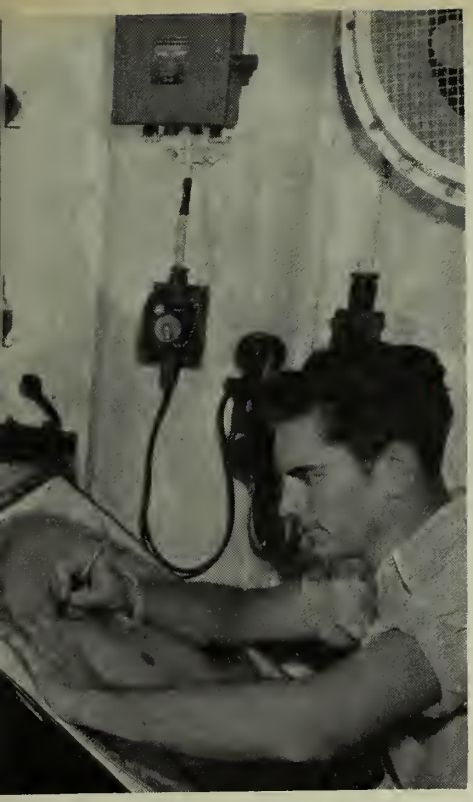
The small craft assigned to this station each spend nearly three weeks "on location," drifting wherever the wind and unruly waves push them, using their engines only to keep within a 60-mile radius of the assigned position. Most of the time the PCE on duty is monarch of the 800 square miles of water that constitute the Jig area, for most surface vessels steer clear of this treacherous part of the Pacific. Occasionally commercial airliners and patrol planes pass overhead. Dark, overcast skies, bad weather and the fact these vessels have the solitary mission of doing nothing but watching the weather makes duty on board these craft one of the loneliest jobs in the Navy.

Weather Station Jig is one of the five weather stations in the Pacific manned by weather ships. These stations are called Able, Fox, Jig, Bird Dog Four and X-ray. They are spotted in strategic locations between the western coast of the United States and the far boundaries of the Pacific Ocean. Station Able is located on the outer fringe of the Gulf of Alaska, southward of the land mass. It is manned by the Coast Guard and Weather Bureau personnel. Station Fox is located halfway between Honolulu, T.H., and San Francisco and also is manned by the Coast Guard and Weather Bureau. Stations Jig and Bird Dog Four are manned by Navy ships and personnel, the latter station being located between Kwajalein and Guam. Station X-ray is located off the eastern coast of Japan, and is manned by the Japanese government.

Of these stations, Jig experiences the worst weather. Located in the center of a storm belt, it is struck by a storm on the average of every three days during the winter months. These storms brew along the polar trough which lies off the coast of Japan and hurdle across the Pacific, striking the Jig area with their full impact, then spreading in different directions. As the sea is usually rough for a day preceding each storm and remains unsettled for a day after it has passed, there are few days during the winter season that the small PCEs in the Jig area are not bucking white capped waves.

The Rugged Men Who Ride These Deep-Water Broncs Really Earn Their Sea Pay

Six PCEs, under the operational control of Commander Hawaiian Sea Frontier are used to patrol Weather Station Jig. Presently assigned to this duty are USS PCE 886, 895, 900, 902, 903 and 904. One of these vessels is usually being overhauled, one is on station, and one proceeding to the area while the others are in Pearl Harbor performing routine tasks until it comes their turn to head for Jig. The planned schedule of rotation of these craft is often interrupted because of operational difficulties. Built during wartime and not ideally suited for weather ships, these small craft take a



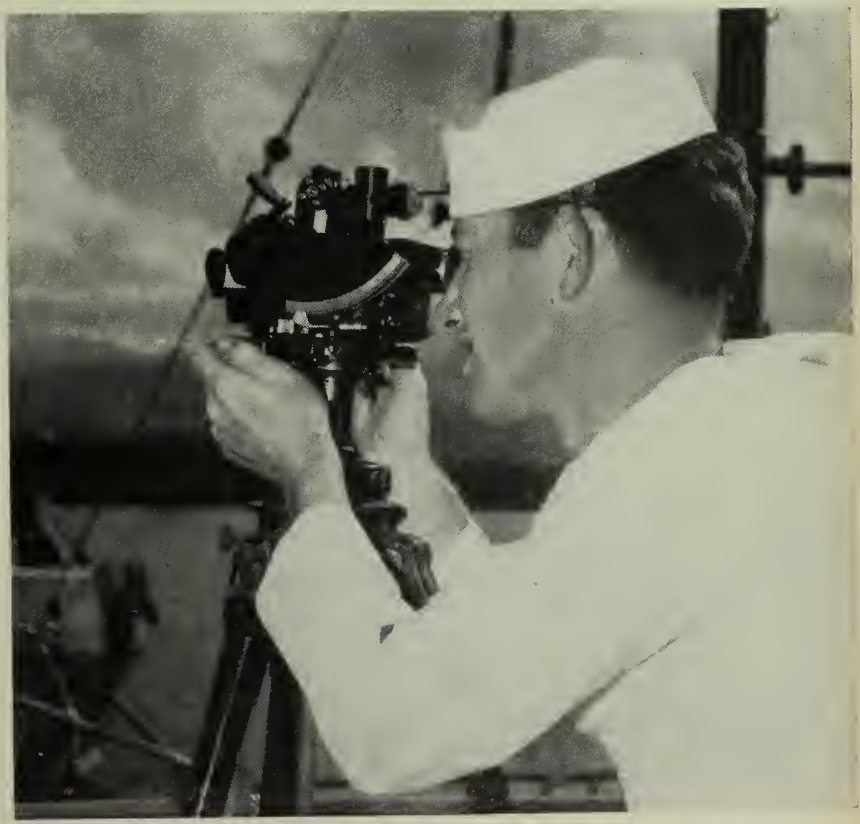
for transmittal to Fleet Weather Central. Right: A weather balloon is readied for release. A radiosonde will radio data on atmospheric conditions back to the ship.

terrific beating each tour on Station Jig. A large amount of maintenance work is required to keep them operating, and breakdowns frequently occur.

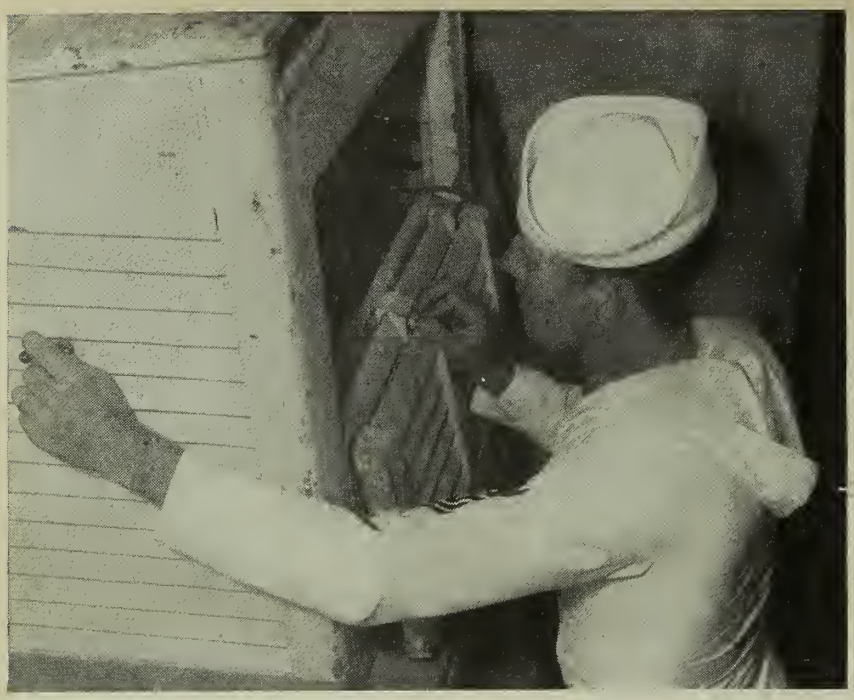
Usual routine is for each PCE to spend 37 days under way to and from and on location at Jig. Based in Pearl Harbor, a PCE headed for Jig will spend five days reaching Midway Island, where her fuel tanks will be topped off. Five more days under way are required to reach the proper longitude and latitude. Prior to arrival the ship will batten down in preparation for rough weather. During the 17 days spent on station the ship will drift as much as possible, using its diesels only to keep in the area or to keep out of the trough formed by waves that are sometimes 50 to 60 feet high. By the end of this period the PCE has barely enough fuel and provisions to return to port and welcomes the arrival of its relief.

The actual task of collecting weather data is accomplished by four aerological personnel assigned to each PCE from the Fleet Weather Central, Pearl Harbor. Usually two rated aerographer's mates and two airmen strik-





THEODOLITE is used to track weather balloons when radar is inoperative. Direction and velocity of winds aloft are determined in this manner.



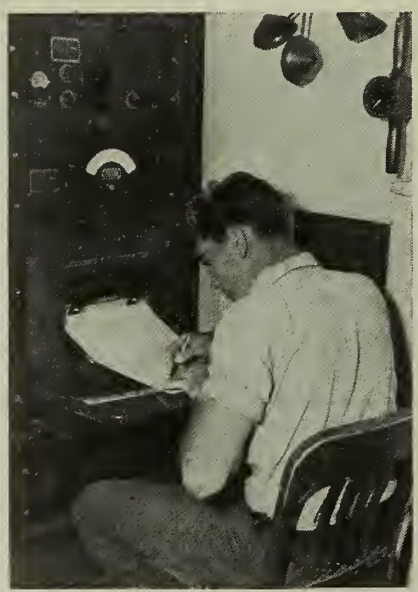
INSTRUMENTS for obtaining surface data are housed on a wing of the PCE's bridge. Weather mild enough for whites is the exception, not the rule.

ers make up this group. They have the task of gathering a multitude of information that is radioed to the Fleet Weather Central for further relay to other weather agencies, using a special weather code.

Every three hours these men prepare a report on surface conditions in the area. Force of the wind, atmospheric pressure, amount and type of clouds is some of the information that goes in this report. Also included are the temperature, visibility and remarks on any fog, ice, snow, rain, etc., in the area. Sea conditions are observed and the height of waves and direction of the sea reported.

Twice daily the aerographer's mates send a helium-filled balloon aloft. Attached to this balloon is a radiosonde transmitter. The balloon floats 10 to 12 miles skyward before bursting and is tracked by radar from the PCE. Transmissions made by the radiosonde transmitter are recorded by a radiosonde receiver on board the weather ship. From these instruments the aerographers obtain information on the upper atmosphere humidity, pressure and temperature. Direction and force of the wind at the various altitudes is obtained from the radar track chart of the balloon. When the radar is inoperative the balloon is tracked visually by an instrument known as a theodolite. The balloons are released at the same time each day—0300 and 1500 GCT.

At regular intervals during the day information from the five weather ships and dozens of shore-based weather stations is dispatched to the Fleet Weather Central for further relay to other weather agencies. Here this information is compiled and charts of the Pacific prepared, showing the weather conditions in each sector. This information is used for weather forecasts and all flights in the Pacific are guided by these reports. All ships in the Pacific also receive this information. Approximately 60 enlisted personnel and four officers are assigned to each PCE, with a lieutenant or lieutenant (junior grade) as commanding officer.



TRANSMISSIONS from the weather balloons are received and recorded by special radiosonde receivers.

PCEers are, of necessity, a hardy lot. "Duty on these vessels is tough on people who get seasick," said the executive officer of a PCE. "On our last tour at Jig we rolled continuously 30-40 degrees, and once registered a 58-degree roll that buckled three frames."

Men assigned to duty on vessels that patrol Station Jig say the weather is worse than the rough seas. The temperature hovers around 38-degrees the year around, and is a damp, bone-chilling cold. Heavy foul-weather clothing is always worn. "We eat, sleep and work in it," said a quartermaster. "These PCEs are diesel powered and only have one small boiler to supply the galley, laundry and heat. At night we pile on all the blankets we can find to keep warm."

Nearly one-third of the time while at Jig the seas are too rough for food to be prepared and served conventionally. Consequently, all hands live on sandwiches and coffee. Sufficient fresh vegetables can be carried to last most of the cruise. Fresh water is rationed during the voyage, due to the limited stowage space and production of the distilling plant. Enough is allowed each man for a shower at least once a week, and sometimes more often.

For recreation the crew play cards, read from a sizable library, work on USAFI courses and sometimes fish when the weather permits.

Despite its ruggedness, some men assigned to the PCE weather ships like the duty. The opportunity to save money while on long cruises is one reason most of the men mention, but a boatswain's mate on one of the ships probably summed it up best: "Before I was assigned to this overgrown motor launch I was just another guy wearing a Navy uniform," he said. "After 10 runs out to Jig, now I know I'm really a sailor. Some say this is the most rugged duty in the peacetime Navy. Others will give you an argument on that, but I don't think anybody doubts that the men who ride these seagoing broncs really earn their sea pay."—Earl Smith, PNC, USN.





NAME BAND added big time touch to club's opening night (left). Right: Couple enjoys refreshments between dances.

Off-Duty Work Built Sharp EM Club

SPEAKING of EM clubs, the one at NAAS Whiting Field, Milton, Fla., is a club that won't take a back seat to any of them—thanks largely to ingenuity and hard work on the part of station volunteers.

The club reached its present high level of operation only recently, but it had its actual inception in the fall of 1947. A group of enlisted men and officers, headed by the recreation officer, selected a site and obtained $2,500 from BuPers nonappropriated recreation funds. The money was increased later by grants from the station recreation fund.

The original committee, including any others who were willing to volunteer, put in many off-duty hours of pouring cement, carpentering, refinishing furniture and installing a snack bar and stage. The club was officially opened on 16 June 1948 in a gala affair which included music by a professional orchestra.

Whiting field was put on a stand-by basis during part of 1948, and when it was reactivated in the autumn of 1948 the club had assumed a shoddy appearance through disuse. That was when its development to the colorful and cheerful establishment of today actually began.

The first improvement was a coat of attractive blue paint for the bulkheads. The snack bar was reactivated and equipped to produce hot dogs and ham sandwiches. Volunteers redecorated the bandstand and installed a microphone. They hung bright red drapes with painted silver musical notes fastened to them. The tables were repainted with a striking insignia of white hat and anchor.

One of the most distinctive features of the club is the overhead lighting effect. Surplus parachutes were secured to the overhead in a billow-like arrangement that covers nearly the entire length of the ceiling. The lighting effect gives the room a cozy atmosphere which is conducive to both dreamy dancing and serious conversation.



ARTIST applies finishing touches to one of the attractive murals used to decorate the club's snack bar.

For men of a quiet nature, games such as checkers, parchesi, dominoes and chess were bought and made available. Enlisted men of the station have planned many other improvements for the club in the future. They hope to get the leather chair and sofas reupholstered, and have thought of installing booths in place of the present tables to provide additional space.

Personnel of the station donate a good deal of local talent, and entertainment is always of a first-class quality. It is not at all unusual for a few of the fellows to gather around the piano and harmonize on some popular ballads. On the high-brow side, Rachmaninov and Schubert are often part of the program.

Plans for the future call for still more improvements and "the management" intends to keep it a credit to all concerned. Already, it has proven to be an extremely popular place which has relieved the strain on bluejackets' liberty funds and on recreational spots in town.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• PROMOTION EXAMS — Written examinations for promotion of permanently commissioned regular officers to lieutenant commander, lieutenant and lieutenant (junior grade), Regular Navy, were given 1 June. Officers previously recommended for promotion were given the exams at that time.

Alnav 41-49 (NDB, 30 Apr 1949) directed commanding officers to draw an exam for each permanent regular officer to be promoted in 1949 from the appropriate authority and to deliver them to a supervisory board for action.

• MATS BAGGAGE — Personnel with more than their allotted amount of baggage will have a hard time taking it all along on MATS flights from now on.

Each MATS traveler is normally allowed 65 pounds for his luggage. Personal luggage over the 65-pound mark must be logged as "excess personal baggage" or "cargo." Too much excess personal baggage or cargo, and a passenger may have to be dropped.

Since excess baggage carries the same priority as its owner, a low priority passenger and his luggage may be bounced from a flight because of excess high-priority personal baggage.

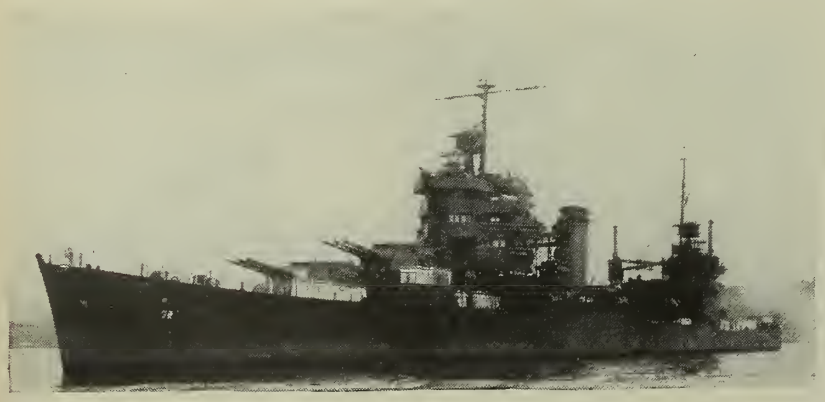
To guard against this, BuPers Circ. Ltr. 61-49 (NDB. 15 Apr 1949) directs order-writing commands to screen orders carefully and to grant excess baggage only when "absolutely necessary." Not only may a lower priority passenger be left behind, but the monthly tonnage allocation for cargo and passengers may be reduced as a result, it points out.

MATS transportation for naval personnel is handled on the East Coast by Transportation Division. BuPers. and on the West Coast by Air Traffic and Space Control, 12th Naval District.

San Francisco's *Bridge Will Be City Shrine*

The shell-riddled navigation bridge of USS *San Francisco* (CA 38), removed after that vessel returned to the U. S. for extensive repairs following her valiant fight in the Battle of Guadalcanal, 12-15 Nov 1942, is being built into a shrine on Point Lobos, a 450-foot cliff overlooking the harbor of San Francisco, Calif.

A $15,000 budget has been appropriated by city officials to construct the memorial. The bridge was presented to the city by the Navy after the cruiser had been fitted with a modernized superstructure.



DAMAGED during Battle of Guadalcanal, *San Francisco* was fitted with new bridge (above). The old bridge was presented to city by the Navy.

• SERVICEMEN'S CENTER—A new shore-side activity offering hospitality and information is now available to servicemen with time on their hands in the New York City area. It is known as a hospitality center, and is located in the Bryant Hotel at Broadway and 54th St.

The center is especially well provided with information about cultural activities—books, theater, music, art, and similar pursuits. The New York Hospitality Citizens Committee, sponsor of the center, invites all naval personnel to visit the hospitality center.

• HOUSEHOLD EFFECTS — Regulations governing shipment of household effects upon the death of a serviceman have been tightened as a result of a Comptroller General decision.

Dependents of service personnel who die or are listed as missing or captured as a result of "military or naval operations" will be entitled to have the government ship their household effects home.

Formerly, any Navy officer or enlisted man or other serviceman who was "on active duty" at the time of his death was entitled to free shipment of his household effects by the government for his dependents.

Under a new regulation Alnavsta No. 4, interpreting the decision of the Comptroller General in a recent case, however, dependents of servicemen who die while performing "administrative functions" will not be entitled to this free service.

Legislation is being sought, however, which would again grant dependents of all persons who die while on active duty the right of free shipment of household goods to their home.

• LONGER FC COURSES—Courses at the Navy's two Class A fire controlmen schools are now 18 weeks in length instead of 13 weeks. The change took place with classes which convened on 9 May 1949.

The increase in length of courses in Naval Schools, Fire Controlmen, Class A, came about when length of former courses proved to be inadequate for thorough training. The longer courses are not expected to be more costly to the Navy than the former curriculum and it is not believed that additional instructors will be required.

The Navy's two Class A fire controlmen schools are located at the Naval Training Centers, Great Lakes, Ill., and San Diego, Calif.

• RESERVE PROMOTIONS — A list authorizing promotions for 39,000 Naval Reserve ensigns to lieutenant junior grade has been forwarded to the naval district. No definite deadline has been set for acceptance.

The list is divided into three parts—officers who have had active duty in the line, Supply Corps, Civil Engineering Corps, Medical Service Corps and Nurse Corps; those who have served or are now serving in the Merchant Marine Reserve and have had no active Naval service; and ensigns who have performed no active Naval service or service at sea in a licensed capacity.

If still on active duty, officers concerned must be recommended for promotion by their commanding officers. If now on inactive duty, they must present a certificate of satisfactory service and establish their mental, moral and professional qualifications.

Ensigns who were or are now serving in the MMR must present evidence of duty at sea in a licensed capacity and also certify that their license has never been revoked or suspended by the U. S. Coast Guard or Bureau of Marine Inspection and Navigation.

Reserve ensigns who have never served on active duty in the Navy or at sea in a licensed capacity are not considered qualified unless their record is thought satisfactory by their commanding officer.

Qualified Reserve ensigns may receive their appointment from their commanding officer, officer in charge of Naval activities, Naval Reserve inspector-instructor of Organized Reserve commands, Commandant's local representatives or Volunteer training officer.

BuPers recommends prompt action by the officers concerned on the new appointments. No deadline has been set, however, for acceptance of the promotions.



REPORTING for duty afloat in USS *General Butner* is LTJG Pierson, who salutes OD, WO James H. Orr.

Two Wave Officers Serve In Ships During Cruises

Two Wave officers are back home from tradition-breaking spring cruises which they made as crew members aboard Navy ships.

The two ships that sailed with a Wave aboard each in administrative capacities are the transports USS *General W. A. Mann* (AP 112) and USS *General H. W. Butner* (AP 113). The two Reservists are Lieutenant May N. Karns, USNR, of San Francisco, and Lieutenant (junior grade) Clarice L. Pierson, USNR, of Oakland, Calif.

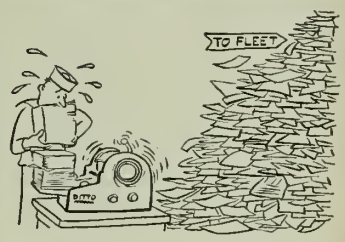
While many Waves served ashore overseas during World War II, this was the first time women ever served aboard Navy ships other than hospital ships in a duty status. The lady officers did not stand deck watches nor perform other military duties during their two-week training cruises. Their duties consisted entirely of adminstrative tasks—assistance in office work and in the numerous details connected with transportation of naval dependents aboard the ships.

• WAVE OFFICERS—Final selection of Reserve Wave officers and former Wave officers for commissions in the Regular Navy has been made. Forty-six women were selected in the final action of its kind. Women will continue to enter the Navy's commissioned ranks through direct procurement.

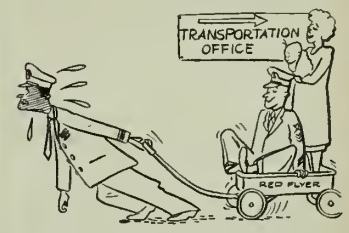
Of the 46 selected for permanent commissions, 40 will be line officers, five will be commissioned in the Supply Corps and one in the Medical Service Corps. The selectees will be appointed in the order of their seniority within grade, in accordance with a lineal list prepared by BuPers.

The 46 were selected from among Naval Reserve women officers who requested transfer to the Regular Navy and from former Wave officers who applied for new commissions.

HERE'S YOUR NAVY



The Bureau of Naval Personnel performs a number of functions which, while not new, are little known in the Fleet. Distribution Section of Standards and Curriculum Branch, for example, does an annual business that would do credit to a major civilian corporation. In 1948 it issued more than 1,700,000 copies of printed material to the Navy. In addition, approximately 5,000 prints of training film went out to the Fleet in that time under direction of the office.



Personnel Transportation Division is another activity whose accomplishments are often taken for granted. During a single postwar month, the division moved more than 13,500 men in drafts of 15 or more—not counting small drafts and individual transfers. During the same time it arranged travel accommodations on MATS and government surface craft for 633 dependents.



BuPers also plans the activities of the nation-wide Naval Reserve. In 1948, Navy ships cruised more than 400,000 miles in Reserve training operations. Naval Reserve Division plans a peacetime reserve of more than 1,000,000 men, including multitudes of specialists such as 7,000 dental personnel, 5,000 scientists and 4,500 chaplains or chaplains' assistants.





NAVY SKY QUEEN *Constitution* (above) is touring country on recruiting flight. Center: Flight engineer's compartment.

Navy Super Plane Becomes a Super Salesman



THE WORLD'S LARGEST commercial-type airplane in regular service, the Navy's *Constitution*, is on a nationwide recruising flight that will take it 10,000 miles and to 18 cities.

Chief objective of the country-wide tour is to acquaint young men and women with career possibilities in the Navy and Naval Reserve.

Approaching cities where it is scheduled to stop, the *Constitution* broadcasts a special "plane to ground" program to the local radio station. Then the giant transport passes slowly over the city to demonstrate the size and maneuverability of the ship before gliding in for a landing.

Representatives of BuPers travel with the plane to interview prospective candidates.

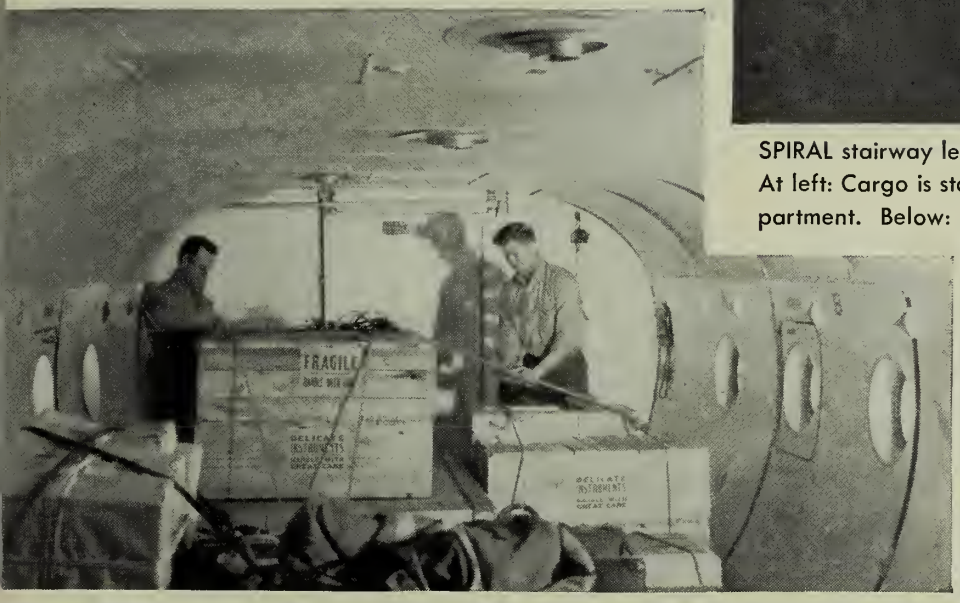
The Navy was given the job of designing, constructing and testing the new super-transport early in the war. Construction and testing have taken five years.

The *Constitution* is adaptable to both passenger and freight hauling.

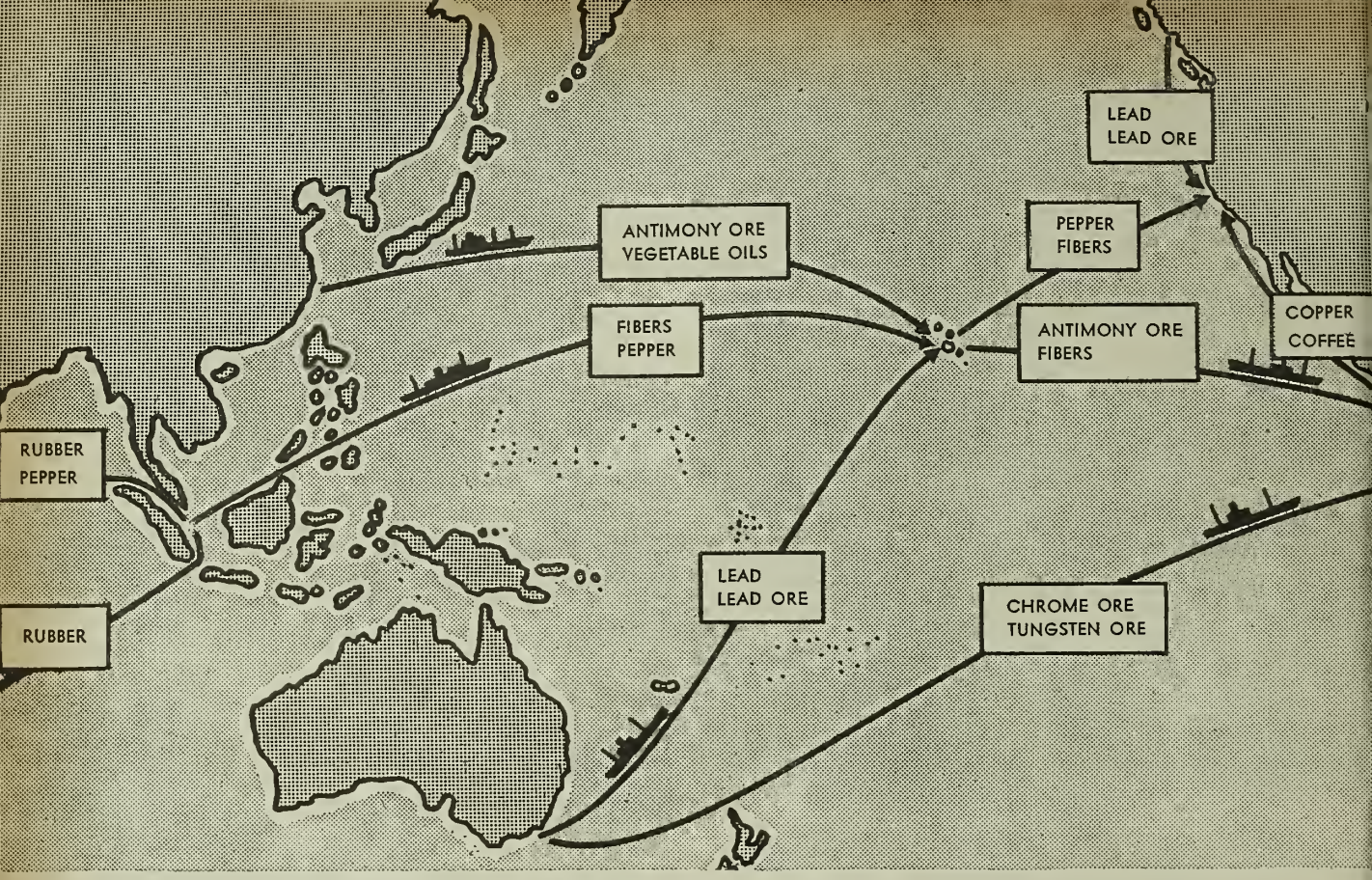
EXCELLENT meals, prepared in *Constitution's* sleek galley, are served aloft by Wave flight orderlies.







SPIRAL stairway leads up to passenger deck level (above). At left: Cargo is stored in lower deck forward freight compartment. Below: Ground crew readies ship for take-off.



The World's Sea Lanes Are Our Life Lines

EVER thought about *your* part in the grand design of sea power?

Know what the term "sea lanes" means, or why the Navy is called "Guardian of the Seas?"

As a member of a Navy which weighs mightily on the balance scales of world power, you should.

Great nations have been made and broken on the strength of their navies and merchant marines. Hitler and Napoleon, after conquering much of continental Europe, were defeated because they were unable to control the seas. Xerxes lost the sea battle of Salamis and with it control of civilization centers of the Mediterranean.

The great Hannibal fought the Romans for 16 years without supplies or reinforcements by sea, ending in destruction of his remarkable army and razing of his native Carthage. And Great Britain, conversely, became a great world power by defeating, one by one, the navies of Spain, Holland and France.

Whether you're a seaman recruit or a flag officer, you should never forget the bald truth of the statement that *throughout history, a great sea power has always defeated a great land power.* You are a part of American sea power.

Simply defined, sea power is the ability to control the seas in time of war, to deny its use to the enemy and to employ the same oceans to our own advantage.

Taking for granted the Navy must win battles and drive the enemy navy and transports from the seas, let's take a closer look at the latter half of that maxim—"employing the same oceans to our own advantage."

North America, for all practical purposes, is an island. Surrounding it are oceans which can be regarded either as a broad highway for the movement of vast supplies or as a moat behind which we can, to a certain extent, lock our doors and fortify as in a mediaeval castle.

In the latter case, the U.S. would have to depend on her own raw materials and whatever else can be imported overland from Canada and Mexico.

The question requiring an honest answer therefore is: how self-sufficient is the U.S. and the continent? It has vast quantities of certain raw materials, assuredly—but there are many equally as vital which must come from overseas.

To supply a factual résumé of this country's reliance on unhampered sea commerce, the Operations Division of the Office of the Chief of Naval Operations made a special study of materials imported during the year 1946. No startling discoveries were made or world-shaking conclusions reached. The facts demonstrated only what already was well known concerning U.S. dependence on imports.

For example, 98 per cent of this nation's rubber came from overseas during 1946. Synthetic rubber, the survey reported, is not a good substitute for all purposes nor are problems of manufacture in large quantities easily resolved.

While the U.S. can produce great amounts of iron from its rich mines in Minnesota, manganese ore is essential in the basic manufacture of steel. About 97 per cent of the manganese ore came from overseas in 1946, and again there is no substitute.

Other ores vital to steel production

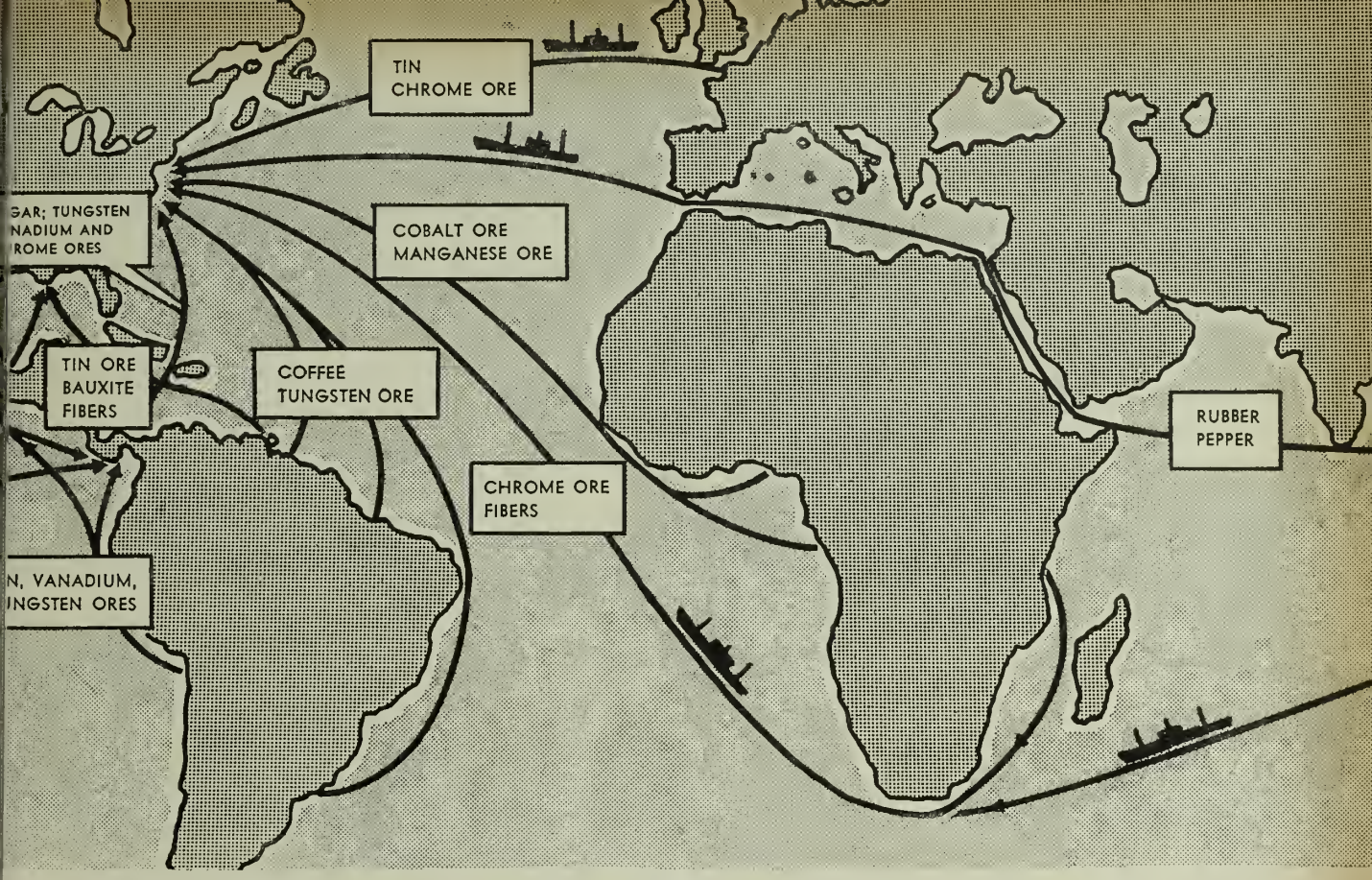


CHART SHOWS the sea lanes traversed in supplying the U.S. with the raw materials vital to her security.

are chrome and cobalt. During the year studied, the U.S. imported 98.4 per cent of its chrome ore, principally from South and East Africa and India. In addition to being necessary to the steel industry, chrome ore is also utilized in paper, oil and chemical manufacture.

More than 43 per cent of the cobalt ore was shipped in from one important overseas source—the Belgian Congo. Used in steel alloys and for gas turbine and jet propulsion engine parts, it becomes increasingly important in this day of transsonic and supersonic aircraft.

While these materials are needed for this nation's key steel industry, there are others equally as important which must be furnished 100 per cent from overseas sources.

One of these is tin, of which Bolivia alone exported to this country 83.5 per cent in 1946. Deprived of this essential metal, U.S. transportation would cease to function. It is a necessary ingredient in engine bearings and other parts of ships, planes, trains and automobiles.

As far as its use in engine metals is concerned, it has a substitute—silver. The main limitation obviously is the prohibitively high cost.

Another 100 per cent overseas import in 1946 was fibers—the manila, sisal and hennequin which finds its way into rope hawsers, marine cordage, drilling cable, binder and baler twine, wire rope cores and many other items. Any organization which moves objects uses some or all of these highly important fibers.

Tungsten is an essential raw material which easily might be overlooked by persons unfamiliar with its many applications in radar and radio tubes, in filaments of incandescent lamps, and in alloy steels.

Some 72.5 per cent arrived in 1946 via the shiplanes from all over the world—South America, Europe and the Far East. Molybdenum can take its place in certain cases, but not in lamp filaments.

Try to imagine, if you can, your United States-behind-the-moat: the empty factories and unemployed men, the trains and planes and ships rusting for lack of a few parts, the immense problem of a broken down socio-economic structure in a country where life is at a standstill.

And in addition to industrial disaster, there is the more personal problem of food.

Sugar is a good example of a heavy U.S. food import. In 1946 more than 85 per cent of it arrived via the sea lanes, mainly from Cuba. U.S. citizens consume more sugar per person than any other nation in the world.

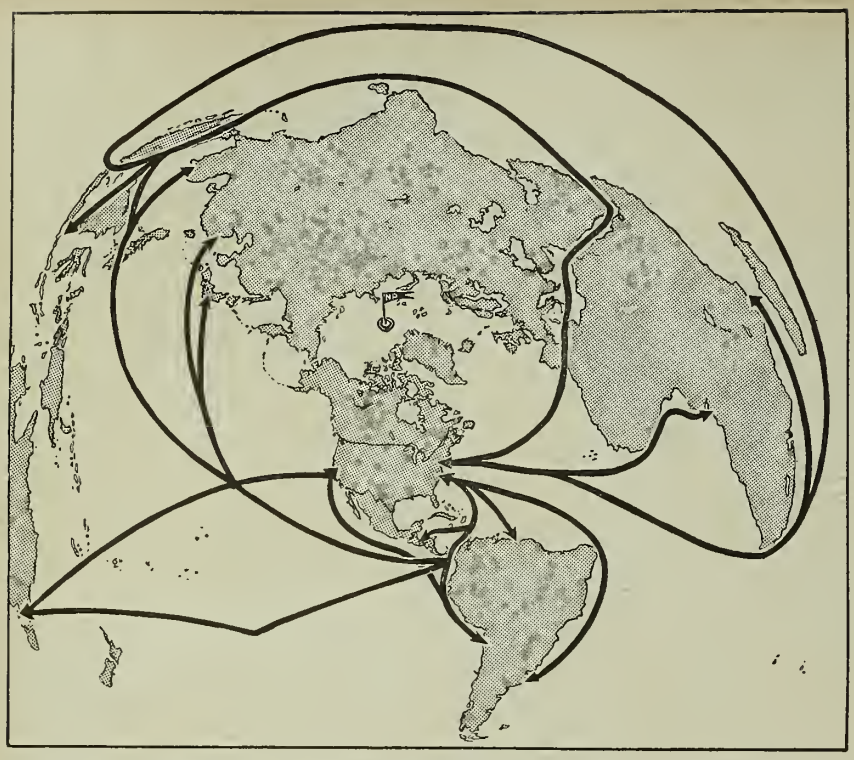
Then there's coffee, the seaman's good ol' Joe.

The Navy does not underestimate its importance. While acknowledging that coffee is not needed to support life and therefore is not absolutely vital, the Operations Division report pointed out that the beverage "plays so important a part in sustaining morale of U.S. armed forces and civilian personnel that it must be placed well up on the list of required raw materials."

Practically every bean of it came from overseas in 1946 as well as in other years, with Brazil customarily furnishing approximately one half of the supply.

Wartime or peacetime, the Navy's job as guardian of the sea lanes over which these materials pass is to see that the American people and industries get the required food and products necessary to their accustomed standard of living.

These supplies of necessity must



STRATEGIC value of U.S. life lines, which do not closely approach the arctic regions, would not be affected by any polar aerial struggle of the future.

come by sea. Methods other than sea transportation have been looked into, including possibilities of air transport. Back in 1942, officials of the armed services decided to see how an air plan would work out should such become necessary.

Setting the problem at moving 100,000 tons of supplies per month (which is below the 1946 need of 127,000 tons per month of manganese ore alone), they assumed wartime conditions and a hop of 6,500 nautical miles between San Francisco and Australia.

If the job were handled by standard cargo transports, they found that 44 ships manned by 3,200 men would be required.

Upon switching to aircraft, a fleet of 10,000 four engine planes staffed by 120,000 men would be necessary for the task.

Assuming that the U.S. could sacrifice the additional money, men and planes under duress of wartime, the bare statistics seem to hold some hope for the plan's possibilities.

But—

Completion of the job by air would be a negative accomplishment, if not downright impossible.

The rub is that in order to keep 'em flying, some 378,000,000 gallons of gasoline would have to be transported overseas by tanker. This would require 85 large oilers—double the number of ships, men and fuel which could perform the assignment alone and without aid from aircraft!

It's all wrapped up in a simple equation of direct proportions: U.S. shipping is to sea lanes as sea power is to U.S. welfare. Tinker with any one factor and the whole system goes out of kilter.

For America, sea lanes are life lines, the stoppage of which would mean strangulation. And however little or much an aerial struggle might shape up over the polar routes in any war, the basic strategic value of these life lines to the U.S. would remain unchanged. American life lines do not closely approach the Arctic regions.

In May 1947, the President's Advisory Commission reporting on universal military training noted that scientists and military experts alike had testified to them that the era of push button warfare is not a development of the foreseeable future. It is not yet believed possible that a war can be won by exchanging long range blows.

Summing up their convictions, the committee advised the President that "we must contemplate also the possibility that the final outcome could not be determined by superiority in weapons of mass destruction . . . We may in the future, as also in the past, have to rely on the cutting of supply lines, the systematic elimination of military objectives, and finally the invasion and occupation of enemy territory."

Knowing, planning and training for whatever must be done in an emergency is strong persuasion for peace.

So is sea power.

Sea Lanes Are U.S. Life Lines —In War and Peace The Navy Keeps Them Secure

Visit to Colorful Tampico

The crews of USS *John W. Weeks* (DD 701) and USS *Wallace L. Lind* (DD 703) are still talking about their three-day visit to colorful Tampico, which is, as the popular song states, on the Gulf of Mexico.

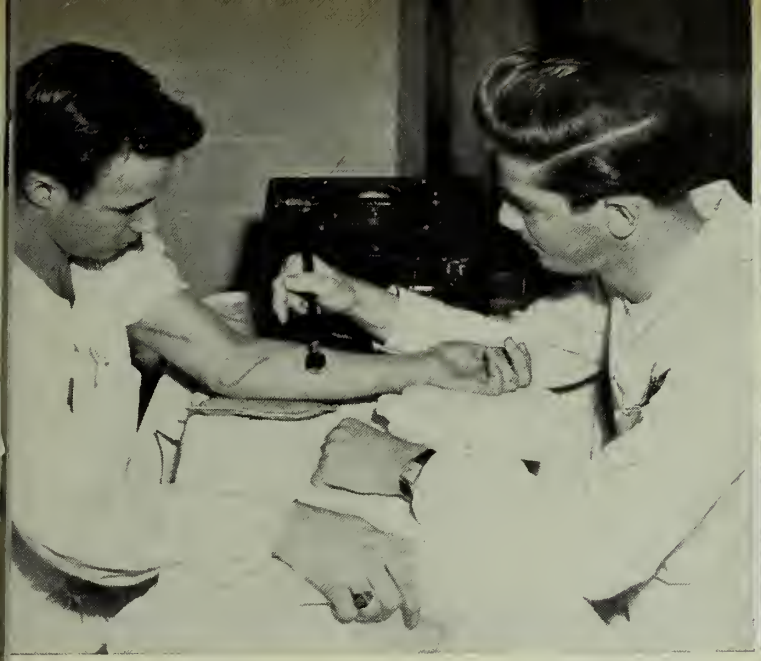
Lind and *Weeks*, manned by Reservists from Texas, Arkansas, Oklahoma and Louisiana, were given a tremendous welcome by the *gente* of the Mexican city when the two destroyers steamed into the harbor. It was the first time since 1941 that U.S. men-of-war visited Tampico, and the citizens literally turned the town over to the visiting sailors.

Personnel of the two vessels were challenged to athletic games ranging from baseball to *frontennis*, a Mexican game similar to jai alai.

As a return gesture *Weeks* and *Lind* put to sea with Mexican General Bonifacio Salinas and Tampico's Mayor Manuel Guzman, a former football star at the University of Southern California, on board. Mayor Guzman steered *Weeks* on a zigzag course while General Salinas fired at a parachute target with a 40mm battery. A Reservist gunner also fired following the General, and retrieved the gunnery honor of the U.S. Navy.

The school children of Tampico gave a program on board ship, including a dancing *jarabe*. During the dancing one small dancer lost her petticoat, but the sailor audience thought it was part of a new dance.

When *Weeks* and *Lind* departed Tampico a municipal band and large crowds waved good-by from the docks. Sailors on board the two vessels agreed it was a wonderful liberty port.





CORPSMEN in today's Navy become specialists in such fields as galvanic physiotherapy (left), optometry (right).

Your Good Health Is Their Business

HOSPITAL corpsmen lead a complicated life.

There was a time when the term "pill peddler" came irritatingly close to describing the work performed by the Navy's "men in white," but nowadays hospital corpsmen perform such a multitude of duties that no one man could do them all, even if he was built like an octopus.

He may be a petty officer, yet is not allowed to perform any military duties that involve the use of arms. His personality must be flexible enough for him to be tough as a boatswain's mate at times, and on other occasions to exhibit the patience and gentleness of a Florence Nightingale. On small ships he must perform all the medical and administrative duties as head of the medical department. On some ships he *is* the medical department.

At various times he has been known by such names as loblolly boy, hospital steward, surgeon's mate, bayman, apothecary, hospital mate, pharmacist's mate and currently, hospital corpsman. He is as essential to the welfare of a ship's company as the navigator is to the safety of the ship.

Basically, the hospital corpsman is a male nurse whose job is to assist medical officers in the care of the sick and injured, and as such he performs a highly important job. However, the complexities of modern medical science have caused corpsmen to branch out into dozens of highly specialized fields. Just as the vastness of the field of medicine has caused an increasing number of doctors to become specialists in one particular branch, the trend among Hospital Corps personnel has followed suit.

The reference to hospital corpsmen as "he" in this article is merely a figure of speech, for there are many female personnel wearing the caduceus on their sleeve. At present the Navy is operating two coeducational Hospital Corps schools—one at Great Lakes, Ill., and one at San Diego, Calif. Women at these schools receive the same training given male corpsmen, and are assigned to naval hospitals after graduation for further instruction. They are eligible for promotion to all ranks and rates on an equal footing with men of the Hospital Corps.

At present the Navy's Hospital Corps has trained experts in over 50 highly technical fields of medicine. These range from such widely separated branches as radioactivity specialists to commissary technician. Another factor that has led to specialization is that the Hospital Corps is unique within the Navy in that it performs practically all its clerical, supply and related duties with its own personnel.

The Navy Hospital Corps Keeps in Shape The Men Who Man the Ships

If you were to make a tour of the Navy's world-wide activities you would find the hospital corpsman performing an amazing variety of tasks. On a destroyer in the Pacific you could observe him handling sick call, prescribing treatments, inspecting chow and living quarters and advising sailors on abstruse legal problems, educational matters and Freudian impulses. This independent-duty corpsman often becomes chaplain to the homesick, "Mr Anthony" to the lovesick, financial advisor to the indigent and tonsorial specialist to the vain.

At a Marine Corps training center you would find him hurdling obstacle courses, climbing netting and learning combat tactics. Hospital corpsmen assigned to the medical field service must know how to dress a man's wounds while crouching in dirt and dust with bullets whining around his head. He must be able to work fast and efficiently, including giving blood plasma under the worst possible conditions.

He must be tough enough to undergo the rigors of amphibious assault landings and to care for the injured with the equipment he can pack on his back.

At a submarine training base you would find the corpsman undergoing the various phases of training that qualify personnel for duty in sub-



OPERATING room technique is one of the 26 subjects taught qualified corpsmen at specialization schools. The average length of a course is six months.

marines. On board submarines the hospital corpsman in independent of a medical officer, and is required to handle all the duties of the medical department. He must be a qualified submariner as well.

On board a submarine rescue vessel you would find the hospital corpsman busily checking all divers before making their dives, timing closely the length of time they remained under water and timing their ascent to make certain they were decompressed properly while being hauled to the surface.

One of the responsibilities of Hospital Corps diving specialists is to assist medical officers in treating cases of the "bends" or compressed air illness, and to see that preventive measures are strictly adhered to. When a diver makes a descent his body is saturated with about one-half pound of pressure per square inch for each foot of depth.

For example, at 100 feet his body is saturated with 44½ pounds of pressure. This pressure is not *on* the diver, but all through his body. The pressure causes the blood stream to become filled with nitrogen from the air coming down his air hose. If the diver rises too rapidly the nitrogen does not have the opportunity to escape through his lungs and forms bubbles in his joints, heart and lungs, possibly crippling or killing him.

If a diver ascends too rapidly it is the hospital corpsman's job to see he is quickly placed in a decompression chamber and decompressed properly. All hospital corpsmen assigned to this work are qualified divers and make dives regularly.

At a naval air station you would find the corpsman working with flight surgeons, checking flying personnel's fitness for flight, and operating special aviation medicine devices. This equipment includes low pressure chambers, instruments for testing effects of acceleration, link trainers and oxygen equipment. The aviation medicine technicians also perform the special clerical work involved in checking and keeping a close watch on the health of flying personnel.

Some of the most fascinating work hospital corpsmen are involved in is that performed by the specialists assigned to medical research activities. Hospital Corps personnel have assisted Navy medical scientists in hundreds of experiments involving tests of human endurance and reactions. Tests to determine the effects of high frequency sounds on the human ear and nervous system, and others to determine the maximum amount of shock the bones can absorb are a few of the projects which are being carried out.

In other experiments hospital corpsmen are assisting medical officers in carrying out tests to determine the aftereffects of certain drugs and medical preparations on flying personnel while in flight. Corpsmen have assisted in designing many pieces of special equipment needed in conducting experiments.

Training of Hospital Corps personnel is divided into three levels—basic, intermediate, and specialization. The basic course is designed to acquaint recruits and other newly assigned personnel in the fundamentals of Hospital Corps work. The intermediate course is primarily to prepare hospital corpsmen first and second class for duty independent of a medical



STUDENTS in corps school receive 60 hours of instruction in anatomy and physiology. Latest audio-visual aids are used in this instruction.

officer. The specialized courses qualify corpsmen in the technical specialties supporting the medical service. Included in this special instruction is an advanced course to train chief and first class hospital corpsmen in the administrative duties involved in maintenance and operation of naval hospitals and other medical department activities.

The Navy has two Hospital Corps schools that instruct hospitalmen in basic, elementary training. One is located at Great Lakes, Ill., and the other at San Diego, Calif. Classes are formed weekly at these schools. The regular course covers 16 weeks and 640 hours of study. The present temporary course at San Diego is twelve weeks in length and covers 480 hours of study.

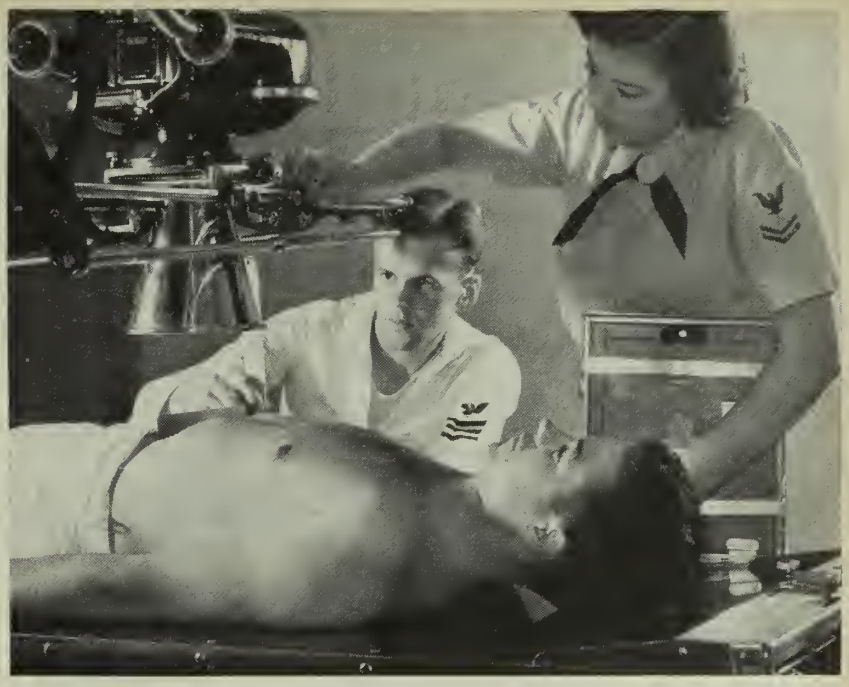
Study hours at the schools are divided into nine basic subjects. Instruction given students on each of these subjects varies, the amount of time devoted to each based upon its importance in grounding the student in the fundamentals of hospital corps work. The student receives 10 hours of instruction in elementary chemistry which touches upon elements, compounds, symbols, valence, formulae, structure and atomic theory. Forty hours of instruction are given in materia medica and toxicology, during which time the student is acquainted with the sources of commonly used drugs, their action, dosage and use.

In the bacteriology and elementary laboratory technique course the hospitalman learns to use the microscope, to recognize bacteria and to make blood counts. Ten hours of instruction are spent on this course.

Twenty hours of classroom work are spent introducing the student to methods of hygiene and sanitation, including methods of immunization, ventilation and lighting. They are instructed in food and soil and their relationship to disease. Instruction is also given in sewage disposal, insects and related diseases, rodents and rodent control, venereal diseases and sex hygiene.

Nursing and dietetics is taught by a special staff of Navy nurses. One hundred hours of instruction are given students on practical work, preparing and administering hypodermics, taking blood pressure readings, giving bed baths and other nursing procedures.

They are taught to prepare a patient for surgery and what to do upon his return from surgery. Many audio-visual aids are used in this instruction in addition to practical bedside work. Students also receive 60 hours of instruction on anatomy and physiology, and 30 hours on pharmacy and metrology.



X-RAY technique is learned at the specialization schools. Waves now are receiving the same training as male naval personnel at the corps schools.

Both these hospital corps schools are well equipped with recreational facilities for students. Good teams are turned out regularly in basketball, tennis, boxing, bowling, baseball, softball, volleyball and archery. Swimming pools and movies are available. Every student is encouraged to take part in some form of team or individual athletics.

After graduation from the basic school the hospital corpsman is usually assigned to a naval hospital for at least one year. This period of practical training is comparable to the period of interneship given young doctors upon graduation from medical schools. In the naval hospitals the new corpsmen take care of the



NURSING procedures and dietetics are taught by a special staff of Navy nurses. Taking blood pressure readings is part of this phase of the training.

sick and get plenty of application of what was taught them in school.

The Hospital Corps attempts to keep its personnel assigned to general duties during the first four years of service, unless they show exceptional aptitude or have received previous training that would make them more valuable working at a specialty. This policy was established to insure that the majority of hospital corpsmen are qualified to perform all the general duties of their rating before concentrating on a specialty.

Between the basic and specialized levels of training the Hospital Corps established an intermediate training school at Portsmouth, Va., to qualify selected first and second class hospital corpsmen for duty at isolated bases and small units to which a medical officer is not assigned. Only competent, mature corpsmen are picked for this schooling.

After graduation and assignment to duty independent of a medical officer these men will carry a heavy load of responsibility in diagnosing ailments, administering treatments and carrying out the medical department's duties at small activities. This course is four months in length.

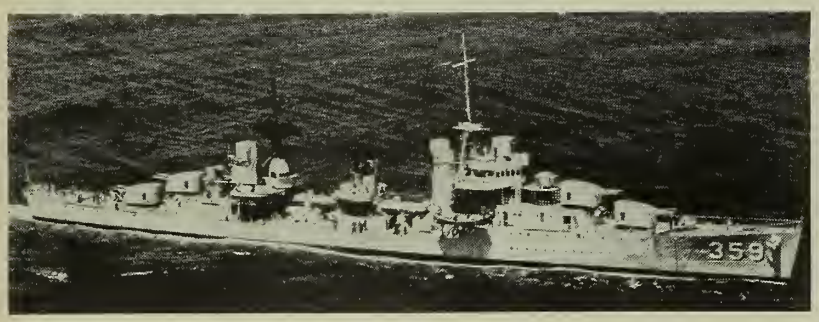
Approximately 26 specialized courses are available to qualified corpsmen at the specialization schools, covering a wide range of subjects. These courses are taught at various naval hospitals, schools and air stations. Lengths of the courses range from one and one-half to 12 months. Such subjects as aviation medicine, clinical laboratory technology, dermatology and syphilology, X-ray technique, fever therapy, malariology, medical photography, neuropsychiatry, pharmacy, physical medicine, optical technology, medical research, and operating room technique are among those taught.

An advanced technical school located at the National Naval Medical Center, Bethesda, Md., offers a 10-month course in medical administrative procedures for chief and first class hospital corpsmen. Personnel attending this school are thoroughly indoctrinated in property and accounting, clerical and commissary procedures with which hospital corpsmen will be concerned.

Most of the graduates of this school are assigned to the administrative offices of naval hospitals and other Navy medical facilities. The course of instruction also covers naval organization, laws, civil readjustment and educational services, retirement, industrial safety engineering and military customs and drills.

A certain amount of confusion still exists among Navy personnel as to the new rating designators and titles of Hospital Corps personnel. This is partly because personnel assigned to the Hospital Corps have long been referred to as "hospital corpsmen," and that title is now the official name of a rate within the Hospital Corps rating group. Currently the Hospital Corps rates are: hospital apprentice (HA), same as old HA2; hospitalman (HN), same as old HA1; hospital corpsman (HM3, HM2, HM1 and HMC), same as old designations of PhM3, PhM2, PhM1 and CPhM.

From every indication it appears the hospital corpsman will play an increasingly important role in the Navy of the future. With new and deadlier weapons of destruction being continuously developed, the work of the Navy's humanitarian branch will necessarily increase in scope. No matter how much you hate your shots, the hospital corpsman will continue to be a handy man to have around.



UNUSUAL experimental auxiliary vessel *Winslow* (AG 127) is probably shootingest ship in Navy. The ex-DD 359 wears out set of guns a year.

Tests by *Winslow* Improve Fleet's Defenses

One of the "unusualest" ships in the Navy is the experimental auxiliary vessel USS *Winslow* (AG 127). *Winslow* is also one of the shootingest ships in the Navy—may be *the* shootingest. She has been wearing out a set of guns per year since the war.

The ship was built originally as a 1,850-ton destroyer of the *Porter* class. She was armed with four twin 5-inch single purpose gun mounts when commissioned in 1937. *Winslow* was operating around Pearl Harbor in 1941, when increasing world tensions brought about her transfer to North Atlantic convoy duty. She was off Capetown, South Africa, when World War II began, and spent most of the war in the South Atlantic and Caribbean. Patrol work and inspection of Brazil naval bases were her primary duties, and the ship did a great deal less shooting during the war than since.

Winslow spent an unusually large amount of time under construction, three years being spent from keellaying to commissioning. Construction was painstaking, and many new and advanced features were used. Hatches and doors are of corrosion resistant metals and double bottoms and peak tanks are specially coated, keeping them in good condition with little effort for upkeep.

Superstructure of the ship has been remodeled completely since the war—and since this picture was made—the tripod mast has been removed. This was to permit mounting latest types of guns, radar and fire control equipment.

Winslow's main task is testing ordnance equipment to improve the Fleet's antiaircraft defenses. In addition, she conducts continuous experiments with rust-proof non-skid deck coverings, fireproof mattresses, and equipment such as the latest types of gas masks.

Winslow was named after Captain John Ancrum Winslow, CO of the Yankee cruiser *Kearsarge* at the time of the memorable battle between *Kearsarge* and the rebel sailing-steamer CSS *Alabama*. (See ALL HANDS, April 1949, p. 60).

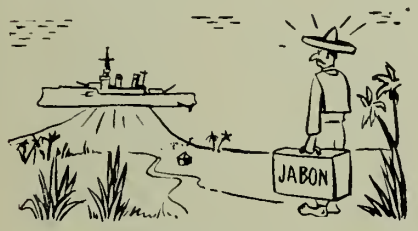
The crew takes an active interest in athletics. Its basketball team has defeated teams of two of the Navy's largest aircraft carriers.

Hear Those Bells—They Tell a Briny Story

IF you're ever in Ciudad Trujillo, Dominican Republic, and hear a bell summoning the faithful to the Church of Las Mercedes, take note and render a mental salute. More than likely, you're hearing a bell that once marked the hours and half-hours on the U. S. cruiser *Memphis*—vintage of 1906.

Here's how it happened—

On 29 Aug 1916, the armored cruiser USS *Memphis* was anchored in the harbor in Santo Domingo—which was the former name of Ciudad Trujillo. Without warning, a tidal wave roared into the anchorage and deposited the warship high on a reef. There she lay for 22 years, while being sold and resold. At last she fell into the hands of a Cuban soap manufacturer who had her cut up and removed as scrap iron.



No such ignominious end was in store for the bell, however. The bell was sold to the Church de Las Mercedes where it marked the hours of matins and vespers. A crack developed, and the bell was sent to Spain to be melted down and recast. It was then sent back to Santo Domingo and reinstalled in the church. Today one can imagine that when the bell peals the old *Memphis* returns to haunt the reef where she died.

In Arlington National Cemetery, just across the Potomac River from Washington, D.C., you can see (but not hear) *half* a ship's bell—half the bell from the battleship USS *Maine*, blown up in Havana harbor in 1898. The other half is preserved at the Naval Academy, Annapolis, Md.

Other ships' bells are mounted and used or exhibited at a great many other locations. They are in demand by veterans' organizations, Boy Scout troops, fraternal orders and a multitude of similar groups.



Why, one might wonder, do ship's bells take on value far greater than their actual material worth? Why are they seldom or never sold as scrap to be made into, say, door knobs or automobile radiators?

The most important reasons may be hidden in the recesses of human psychology, but there are certain apparent attractions. The bell usually has the ship's name engraved upon it, along with the date when the ship was built. It is a unit in itself, and not too large to be transported. It has considerable ornamental value.

But probably the primary charm of the bell is that it's the voice of the ship. The whistle may blow when the ship is casting off lines or is in danger of collision; the siren may shriek when an accident occurs; but it's still the bell that reveals the ship's presence when at anchor in a fog, sounds the alarm if fire breaks out, and marks the passage of time day and night—fair weather and foul. And only the bell can make its voice heard with so little human or mechanical help.

Like many of our nautical items, the ship's bell seems to have originated in England. During the reign of Henry VII a ship by the name of *Grace Dieu* was equipped with one, and was the first so equipped as far as records show.

The system of striking the hours and half hours developed in a logical manner. Most watches then, as now, were stood on a four-hour basis. Someone on watch would be equipped with a sandglass good for half an hour at each inversion. Half an hour after the watch went on, the sands of time would have dribbled to the lower half of the glass. The timekeeper would turn the glass over and strike the bell once. Half an hour later he would again invert the glass, and strike the bell twice, and so on. Later, bell strokes began to be rung in pairs for easier counting, with the single stroke in odd-number ringings struck last. Thus, the striking for five bells became, and still is, something like this: ding-ding; ding-ding; ding.

In the British Navy a number of interesting customs arose around the ship's bell—some of which still live and some of which do not. Two of these customs are hinged upon the two "dog watches" between 1600 and 2000 daily. In some instances where watches are so "dogged," it is customary to strike one bell at 1630 and one again at 1830, instead of running straight through from 1630 to 2000 with one to eight bells. When this is done, the bells don't run from one to four in each dog watch however. Instead, one bell would be struck at 1830, for instance; two bells at 1900, and then seven bells at 1930 and eight at 2000.

Then, on the other hand, some ships *do* strike from one to eight bells in order (more or less), between 1600 and 2000. Where this is done, it is sometimes customary to strike one bell at 1830, instead of five bells. Why? Well, thereon hangs a tale:

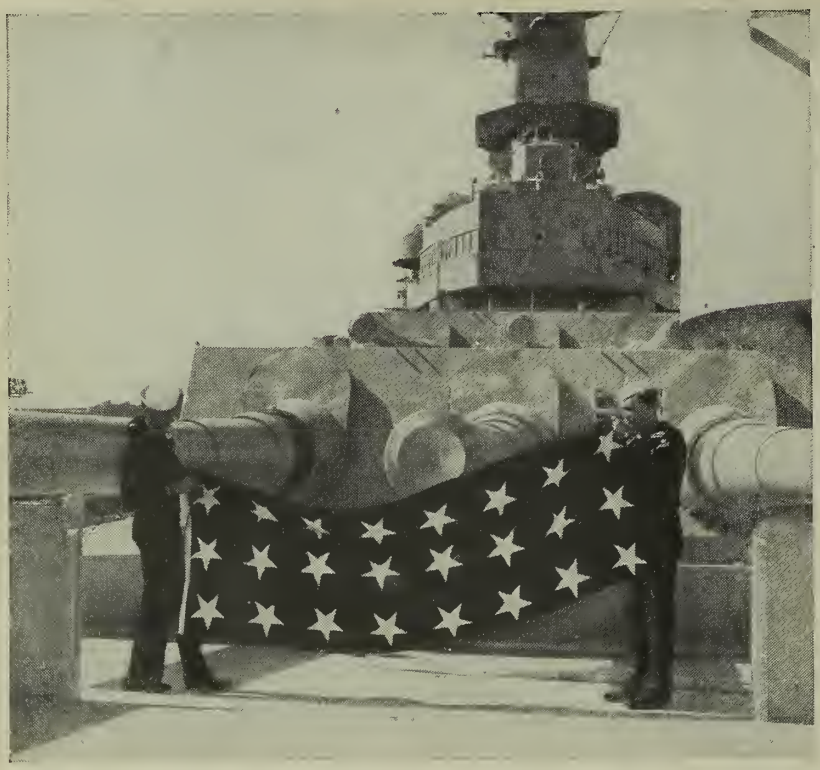
Once, when a great mutiny was being planned, the signal for its outbreak was to be "five bells of the second dog-watch." The officers in one ship learned of the plan, and had one bell struck instead of five—thereby foiling that part of the mutiny.

Then too, there is the custom of striking 16 bells at midnight on New Year's eve. No one seems to know much about its origin, except that it,



too, originated in England. No doubt some messenger of the watch of long ago impulsively felt that something new should be added on this climax-hour of the year. So, we can imagine, he hammered away through 16 clanging strokes—and probably felt the wrath of the O.D. immediately thereafter. It became customary, and the striking was usually done by the youngest person aboard the ship.

When a British sailor glowers at a mess-mate and says, "I'll knock eight bells out of you!" a person can assume he means business. Why *eight* bells—? Well, while now it is customary to have the watch relieved by the time eight bells is struck, it wasn't always so. It used to be that striking eight bells was the last official act of the watch going off duty. The



JACK of the powerful battleship *Iowa* is folded following decommissioning ceremonies. She joins the San Francisco Group, Pacific Reserve Fleet.

Decommissioned *Iowa* Joins the Mothball Fleet

The battleship *Iowa* has joined Reserve Fleet (see inside front cover).

Putting the battleship USS *Iowa* (BB 61) into mothballs was a big job. One reason is that Iowa is 45,000 tons of ship. Here are some facts and figures which help show how big the ship is and the job was.

Iowa is 890 feet long. 108 feet wide and 186 feet high. Height given is from keel to top of mainmast, and is approximately that of a 19-story building. The ship's fuel tanks hold petroleum weighing in the neighborhood of 20,000,000 pounds. Translated to tons, the figure approximates the displacement of a medium-size cargo ship—loaded.

Eight turbines, geared to four propeller shafts, turn out as many horsepower as 2,000 average-size automobile engines operating at top performance.

The ship has 1,091 telephones, 5,000 lighting outlets and 900 electric motors, Each of these, like every other object on the ship, required individual and specialized attention. With her aboard-ship population at its height, *Iowa* used seven tons of food each day. She can carry 834 tons of groceries—enough for four months' cruising at sea.

Iowa's ship's service department figures are as impressive as those concerning the commissary. The soda fountain dished out almost 10,000 gallons of ice cream each month, and the barber shop trimmed 7,400 heads of hair. In the same period, the cobblers nailed on 650 pairs of rubber heels and thickened the soles of 500 shoes.

Upon decommissioning, *Iowa* joined the San Francisco Group, Pacific Reserve Fleet. A dockside ceremony marked official completion of the mothballing task. The rites were attended by *Iowa's* 650-man skeleton crew, by ranking officers of the armed forces and by San Francisco Bay Area members of the State University of Iowa Club. An oil painting of the ship which had hung in *Iowa's* wardroom was presented to the people of Iowa.

Decommissioning of USS *Iowa* left only one battleship—USS *Missouri* (BB 63)—in active service in the U.S. Navy.

bell-ringer, feeling exultant that the weary watch was over, would put more energy into ringing eight bells than he had put into ringing any of the previous seven. Therefore, to "knock eight bells out of . . ." naturally means "to strike rapidly and forcefully."

Some of these customs do not exist in the U. S. Navy, but our ships' bells lack nothing in practical or sentimental importance. They strike the hours in the traditional manner. Their rapid clanging, followed by a certain number of distinct separate strokes, gives the alarm and the location of the "fire" at fire drill. Combining the practical with the sentimental—who can deny a lift of the heart when, riding a fog-smothered liberty boat, he comes within earshot of his ship's bell ringing out the familiar call-letter?

Despite all the great changes in nautical equipment that have come about in recent years, ships' bells are much the same as they were 100 years ago. In fact, the bronze alloy made up of copper and tin which is used in making bells hasn't changed materially in 400 years. During World War II, when copper and tin were both on the critical list, cast steel was used for some ships' bells. These bells were inclined to crack, however, and were capable of putting out only a sullen "clank" instead of the musical "clang" expected of a bell. So, we are now supplied again with bells of the time-proven bronze.

Many ships' bells in the past were given to the Navy by various cities, and our means of procurement have long been unguided by directives. Not until 1948 did ships' bells become standard stock items, and the Rules of the Road still do not specify any certain size bell for a certain size ship. Most Navy ships' bells are now made in the Norfolk and Puget Sound naval shipyards. When a ship is scrapped, it is seldom (if ever) that a good bronze ship's bell is scrapped along with it. They are sent, instead, to the Navy Department Curator who has them stored in a warehouse near Washington, D.C., to await reassignment to practical or a sentimental service.

So, speculate as we might about atom-powered warships of the future slicing through the waves at fantastic speeds, it's hard to imagine a surface-craft of any age not having a cast bronze bell somewhere about the weather deck.—H. O. Austin, MEC, USN.



ECHO RECOGNITION trainer has proved most valuable in giving ASW trainees understanding of anti-sub problem.

Reserve Sonarmen and ASW Personnel

WORLD WAR II drove the German Navy under water.

Not only did the Nazi submarine fleet have to operate beneath the surface, but if it was to exist it had to remain underwater indefinitely, in order to avoid the hunter-killer ships and planes of the allied fleet.

In the closing stages of the war the German Navy was learning to exist underwater, through its development of the Dutch invention, the snorkel submarine.

The snorkel submarine could recharge its batteries and take in oxygen while submerged, by means of a long air-intake pipe with a floater valve. During the blitzkreig invasion of Holland in 1940, diesel submarines equipped with this type of breathing apparatus fell into the hands of Germany. The Germans made great progress, and by September 1944 their fast, new Type XXI submarine, fitted with snorkel, began to appear in operations.

The snorkel type of submarine made the existing tactics and strategy of anti-submarine warfare, if not obsolete, much less effective.

However, the instrument to nullify the advantages of this type of submarine weapon was already in existence. It was *sonar*, the underwater counterpart of radar.

In September 1918 experiments with echo ranging techniques had resulted in producing underwater sounds which were reflected from a moving target several hundred feet distant.

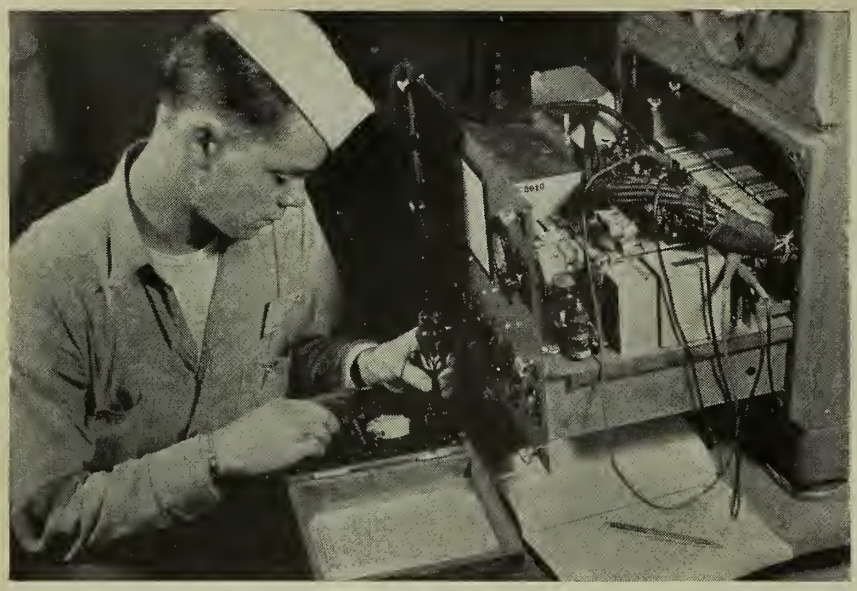
After World War I the U. S. Navy and our allies carried on the scientific research to perfect this instrument. Sonar was used during World War II in its late stages of development. (The British called their type of underwater sound equipment *Asdic.*) Since that time a sizeable force of Navy scientists has been improving on it.

The word sonar abbreviates *SO*und, *N*avigation *A*nd *R*anging—a term which includes all underwater sound devices used for locating underwater objects.

So important are the personnel to operate and maintain this equipment, the Navy has set up a broad peacetime Naval Reserve program to make the necessary manpower available.

The new program is open to both veterans and non-veteran personnel, with or without experience. It provides for:

- Approximately 50 Naval Reserve Training Centers now being equipped to train sonarmen and ASW and deck officers.
- At the same time sonar training is being provided in the Electronic Warfare Component of the Volunteer Reserve, which will utilize the training equipment, mock-ups and synthetics devices available at NRTCs.
- A third program in sonar training is now being organized in volunteer harbor defense units, set up in coastal cities.
- At the Navy's two fleet Sonar Schools (Key West, Fla., and San Diego, Calif.), a year-round program has been made available for instruc-



CHECK is made of receiver amplifier tubes. Sonarmen learn not only to operate the stack but to maintain the equipment and to make minor repairs.

tion of Regular Navy personnel, while Reservists are given progressively advanced courses during their two-week annual training. At the Harbor Defense School, Fort Winfield Scott, San Francisco, Calif., two-week courses have also been established to provide sonar training for officers and harbor defensemen (SOH).

The history of anti-submarine warfare in the last two wars is the story of a struggle between the superiority of measures and countermeasures. When the World War I version of a Jules Verne ship made its appearance, it gave rise to a successful strategic countermeasure in the form of armed convoys to protect shipping.

World War II saw the German development of the wolf pack, groups of enemy submarines operating in force to attack large formations. During 1941 a total of 1,118 allied ships was sunk, averaging 93 a month. In 1942 the allied merchant shipping casualties amounted to 1,149 ships. These losses might have been even greater if the Germans had had more U boats.

By 1943 we had the answer to the wolf packs in hunter-killer groups consisting of war-built CVEs and destroyers equipped with eyes of radar.

By the time the Germans were able to counterattack with the snorkels, the war was nearly over. And by this time the Navy had its answering weapon, and the new rate of sonarman.

In the Naval Reserve the rates of SO, SOG and SOH, and ASW officer classifications, will be trained intensively in a new and highly interesting job. Sonar will play an increasingly important role, due to the development of such weapons as the "guppy," a small, powerful, fast, snorkel-type submarine developed by our Navy.

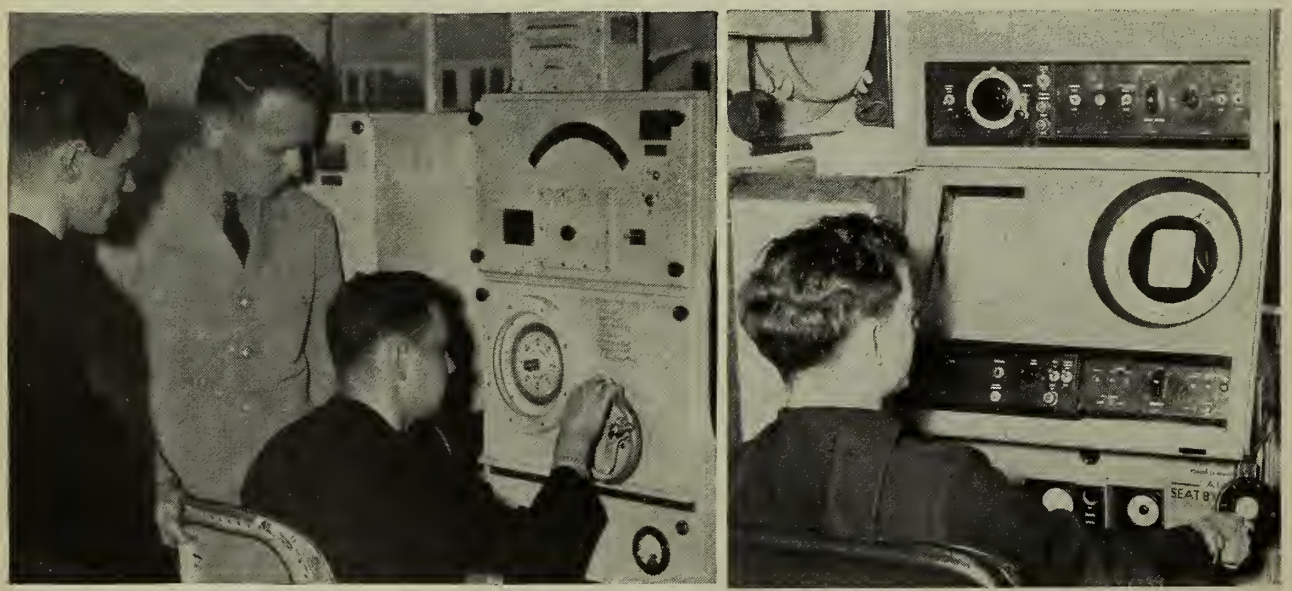
This is how sonar works.

A directional supersonic sound beam is pulsed out through the water, either roving about like a revolving searchlight, or pulsing in all directions at once. Upon striking an object in the water, the sound beam bounces off and returns to a receiving apparatus in the ASW ship. The beam is converted and amplified as an audible echo.

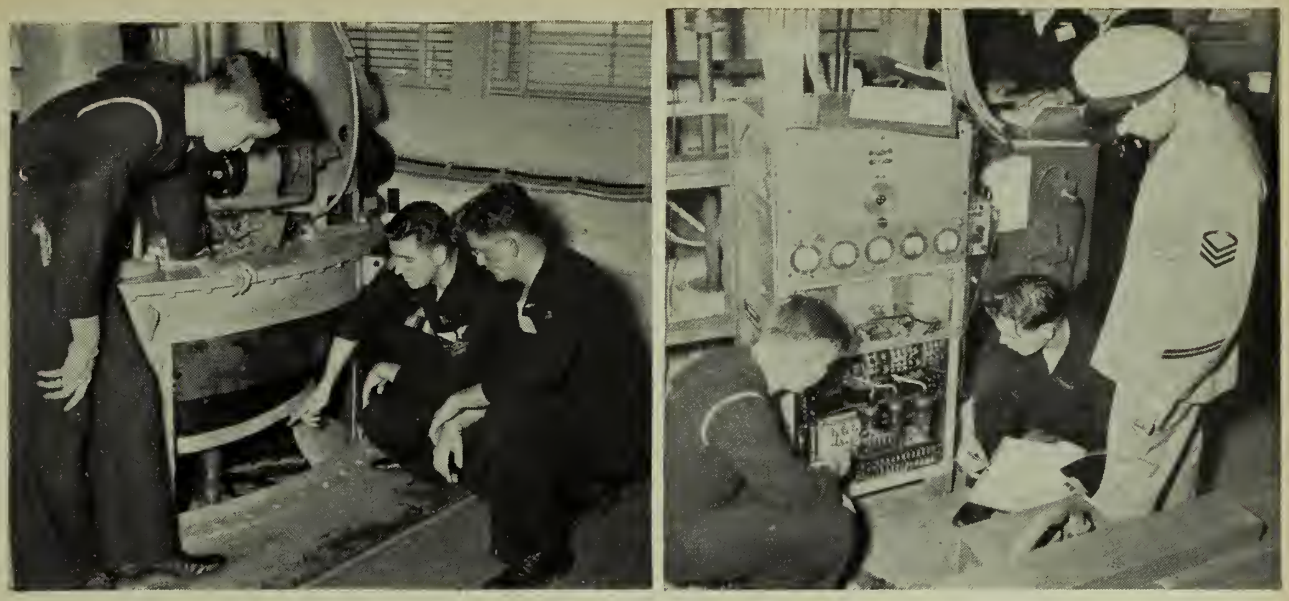
Sonar detection is possible by *echo ranging*, as described above, which indicates the bearing and range of a submarine, and by listening for characteristic motor and propeller noises which aid in identifying the echo contact.

The interval of elapsed time between the outgoing signal and receipt of the echo indicates the range to the target. Since the outgoing energy is a directional beam of sound, the bearing of the target is indicated by the direction of the beam when it makes a contact.

Refinements in this apparatus enable conversion of range and bearing



STACKS used for training range from older gear (left) to installations similar to those on fleet ASW vessels (right).



CUT-AWAY UNIT shows sonar dome retracting assembly (left). Right: Trouble-shooting is part of school's curriculum.

information to automatic range determination in yards and bearing indication in degrees.

In a ship's sonar room, aft of the bridge, a sonar operator works at the "sound stack." This instrument operates a transmitter-receiver "dome" attached to the hull of a ship, which sends out the sound beams and picks up the returning echoes.

In addition to knowing how to operate the sound stack, the sonarman must operate, maintain and make minor repairs on attack plotters, sound range recorders, amplifiers, transformers, control units—to mention just a few of the instruments.

Sonar problems of all types are simulated in the 50 Naval Reserve training centers. Now being installed at the NRTCs are synthetic training devices known as "sonar attack teachers."

This equipment simulates the problems of submarine detection, evasion and going in for the "kill."

An ASW attack team working on a typical problem consists of the sonar operator and his standby operator, the range recorder operator, plotter, sonar officer, conning officers, and quartermasters and torpedomen, all of whom must coordinate efficiently to make a "kill."

"Sound contact. Bearing 045," the operator calls out. The information is reported over the "synthetic" ship's communications system to the bridge and to CIC.

The conning officer orders the helmsman in the ASW "attack vessel," which is stationed in one of the NRTC rooms, to bring the ship to the true bearing of the echo contact. If the conning officer permits the contact to get off true bearing, the killer ship is thrown off the attack.

In another room equipped with a submarine's wheel and sound gear, a reserve submarine team is getting reports on directions of the ASW ship, and "conns" the underwater craft in evasive measures.

The NRTCs are also equipping special "plot rooms" where dead reckoning tracers are used to plot the movement of ships. In the plot room training devices simulate the "attack plotter," a television sonar instrument which combines information and projects on a cathode ray tube a temporary visual picture of the attacking ship's track, the sub's track, the sound beam, range and bearing of the sub for firing purposes.

"Ping echoes" are used in detecting submarines. The sonarman learns to distinguish between the various sounds given off by such targets as whales and schools of shrimp.

Although sonar works under water somewhat like radar in the air, it has problems which are inherent in water properties. Sound waves, for example, are bent or refracted due to variations in water temperature, and the operator must be able to recognize this condi-



SONAR TEAM and instructor go into action on board a PCS. The stations manned are the stack, the attack plotter, the chemical recorder and the DRT.



PHOTODOSIMETRY means wearing film which measures radiation. Here LTJG Mary Ann Moniz pins a badge on Gerald M. Smith, HM3.

Film Badges for Personnel Will Detect Radiation

Navy personnel who work with X-ray, radio isotopes or industrial radiography can now be protected from over-exposure to radiation by use of film badges. These badges are expected to be in use in all U.S. naval hospitals, hospital ships and mobile X-ray units and in many naval dispensaries by 1 July.

The film badge process for detecting radiation was worked out as a "sixth sense" for technical personnel because none of man's five natural senses is capable of perceiving the invisible rays. Film badge protection has been found simple, reliable and economical. The process is called photodosimetry.

In photodosimetry a piece of special photographic film is worn like a badge by personnel likely to be exposed to radioactivity. Ordinarily, the badges are replaced and developed weekly. Darkening of the film in various degrees shows the amount of radiation to which the wearer has been exposed.

If a worker suspects that he has been exposed to an unusually large amount of radiation, he can have his badge developed immediately. The amount can be determined by the appearance of the badge and appropriate treatment can be given without delay.

Training in photodosimetry has been part of the course at the X-ray Technicians School, NNMC, Bethesda, Md., since September 1947. The training includes numbering, recording, issuing, logging, processing and evaluating exposure readings of the badges, as well as preparation of routine reports. X-ray technicians who have not received such training can obtain a short course in photodosimetry at the radiological defense laboratory, Naval Shipyard, San Francisco, Calif.

In routine use of the film badges, the total dosage of ionizing radiation received by each wearer is entered in his health record each month.

The photodosimetry program is expected to make personnel more safety conscious, besides preventing exposure beyond safe limits. Also, wider use of the safety measure will provide training for photodosimetry technicians. This will provide a reserve of trained personnel for any possible atomic disaster.

A forerunner of the film badges was used by members of the Bikini atom bomb operations in 1947. In Operation Crossroads, the film-type radiation indicators consisted merely of pieces of film carried in the men's shirt pockets. These, along with the Geiger counters which were used wherever heavy concentrations of radioactivity were suspected, kept radiation exposure casualties down to zero.

tion. He must also be able to hear echoes above reverberations and background noises like those caused by the speed of escort vessels through the water.

The "sound operator trainer" in NRTCs simulates echoes of a true submarine and other sounds which are typically heard. Through the sound apparatus the sonarman can learn to identify the various propeller and engine sounds. If he is good he will know approximately how big the contact ship is. He should also be able to detect changes in its speed and direction.

As a contact approaches the ASW vessel, the returning "ping" echoes over the sonar system increase in pitch. This is known as "Doppler's" effect, which is an increase or decrease in the pitch of the echo. If the operator calls "Up Doppler" he is saying the contact is coming nearer. "Down Doppler" means that the contact is moving away. "No Doppler" means the contact is either dead in the water or is moving at right angles to the attack vessel.

To aid in coordinating information, "range recorder" records the incoming range information on electrochemically treated paper, measures range rate, and indicates when to drop depth charges or the new type of "ahead thrown" weapons.

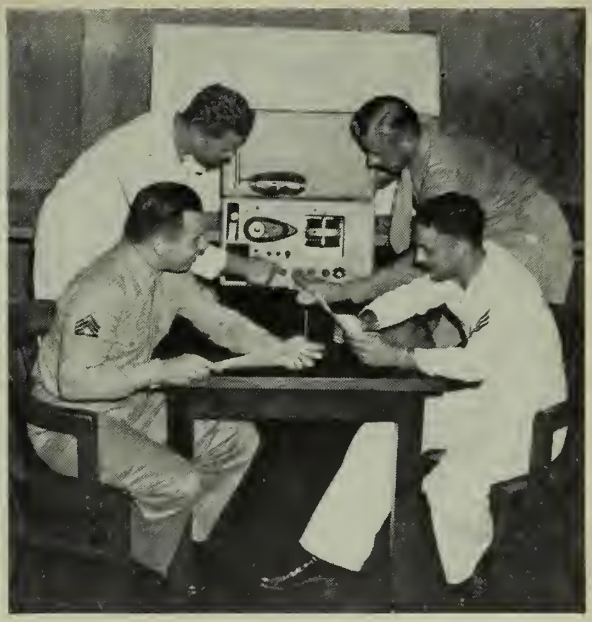
During the period while installations are being made, some naval districts have carried on sonar training by equipping YFNs as sonar barges. In the 1st Naval District, for example, YFN-1151 spends approximately one month at an NRTC to train ASW and sonar personnel. Then it moves on to the next training center.

Supplementing the experience gained in using the synthetic and actual sonar instruments, Reservists may study the Navy's Sonar training courses either at home or in drill centers. Upon completion of their time-in-rate requirements personnel are recommended for examinations for advancement in rate.

Comprehensive "on-the-job" instruction is provided during the annual two weeks' courses given at the fleet sonar school.

In a period of mobilization sonar personnel are qualified to serve on a variety of ships, including ASW aircraft carriers, destroyers, destroyer escorts, harbor control craft, PCs and SCs. Submarines will also carry sonar personnel who have earned their dolphin's badge.





STUDENTS at journalist school study newspaper layout (left) and practice interviewing on wire-recorder (right).

Sailors Learn How to Be Good JOs

BORN in World War II, the Navy job of journalist is today a thriving youngster. Like many war babies, the job is now going to school. And the school, like many postwar schools, is new but effective.

The journalist rating, itself, did not appear until April 1947. Previously to that, Navy writers were enlisted naval correspondents—the ENCs who gained considerable fame during and after the war. The ENC school was set up in 1946, in conjunction with the Fleet Home Town News Center at Great Lakes, Ill. It grew into a journalist school with the appearance of the new rating, and was commissioned as a Class A school in the summer of 1948.

The curriculum is designed to give the student a broad knowledge of newspaper work in a course of three months. Major subjects stressed are newspaper journalism, news layout and makeup, wire recording and radio, photography and history. Minor subjects are public relations, naval orientation, correspondence and others. The school strives to graduate personnel capable of gathering and writing news for civilian readers, of setting their copy in print, of taking good news photographs and, if necessary, interviewing people over the air.

Personnel attending the school have included men of the Navy, the Naval Reserve, the Marine Corps and the Coast Guard, as well as two Waves. The journalist school welcomes personnel with considerable service, believing that familiarity with all things naval is valuable to a naval writer.

Highly enjoyed by JO school students are week-end assignments to cover news events with professional reporters from Milwaukee, Chicago, and other neighboring cities. Sports events, political rallies and court, police, city hall and theater beats are included in these assignments. Newspapers in the cities neighboring Great Lakes have been extremely cooperative.

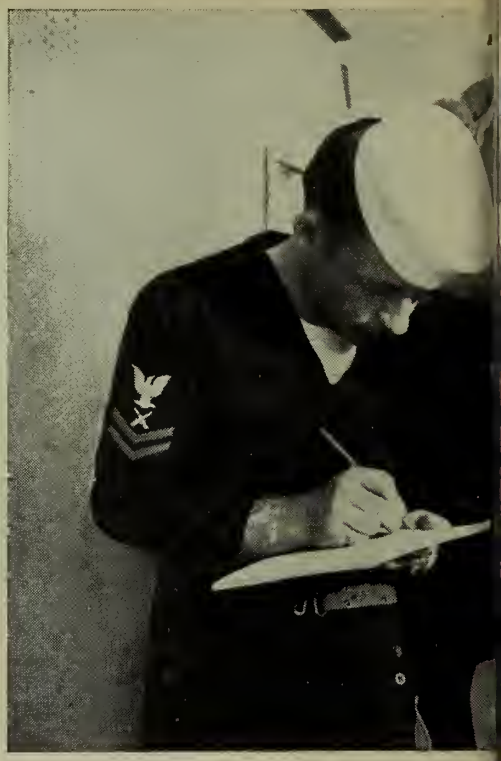
Whether it be wire recording, news writing, radio broadcasting or photography, the JO school graduate is expected to do it in a professional manner. Recording, 'riting and radio —the three Rs of today's Navy reporter are taught and learned with an eagerness seldom found in the little red schoolhouse back home.



WORKMAN in Chicago shop explains how printing plates are made commercially. Newspapers in area have been most cooperative with the school.

BACK ON DUTY

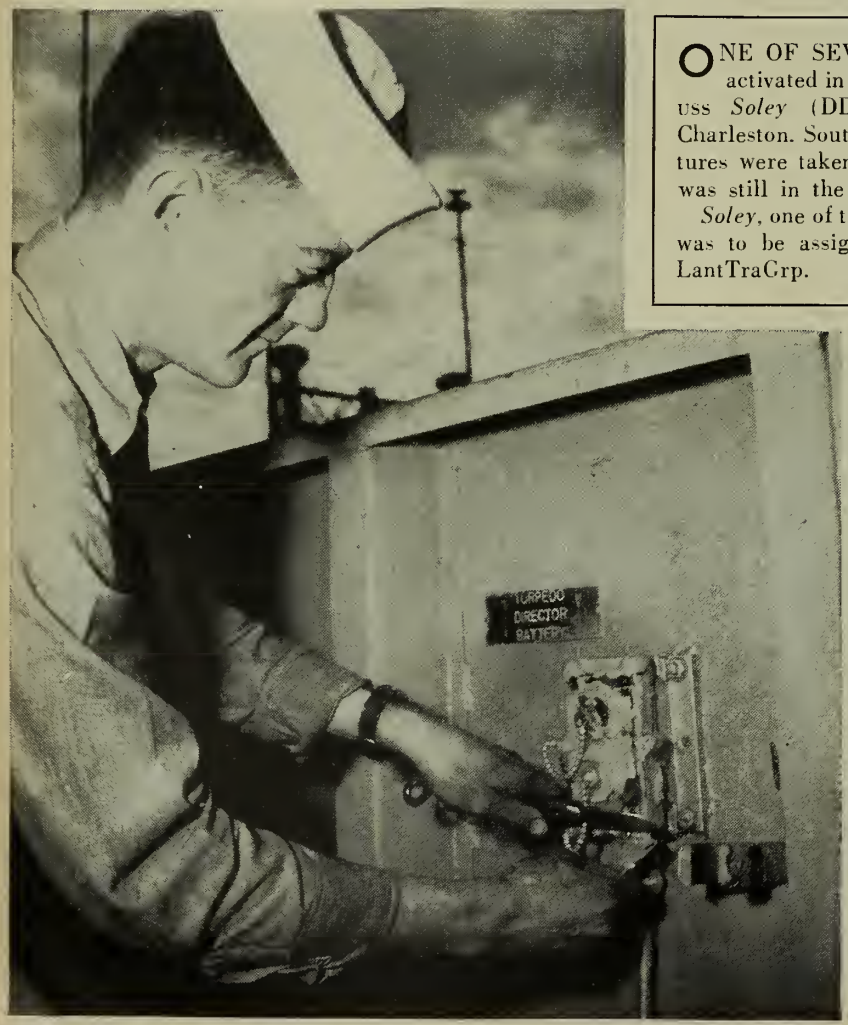




FIRE ROOM gang lights off number one boiler during the reactivation of *Soley* (above). Below: Sealing compound is cut away from topside receptacle.

ONE OF SEVERAL 2,200-ton destroyers being reactivated in the Atlantic and Pacific Reserve Fleets, USS *Soley* (DD 707) was recommissioned at the Charleston, South Carolina Naval Shipyard. These pictures were taken while the activation instruction team was still in the process of unzippering *Soley*.

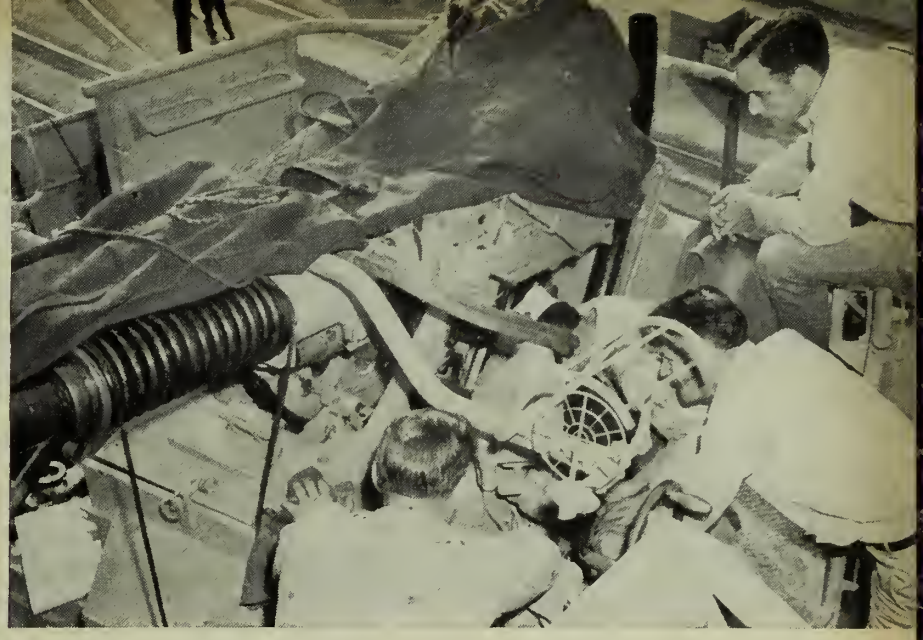
Soley, one of the *Allen M. Sumner* class of destroyers, was to be assigned pre-refresher training with ComLantTraGrp.





TRAINING GEAR on torpedo tubes is inspected by chief. Searchlight reflects

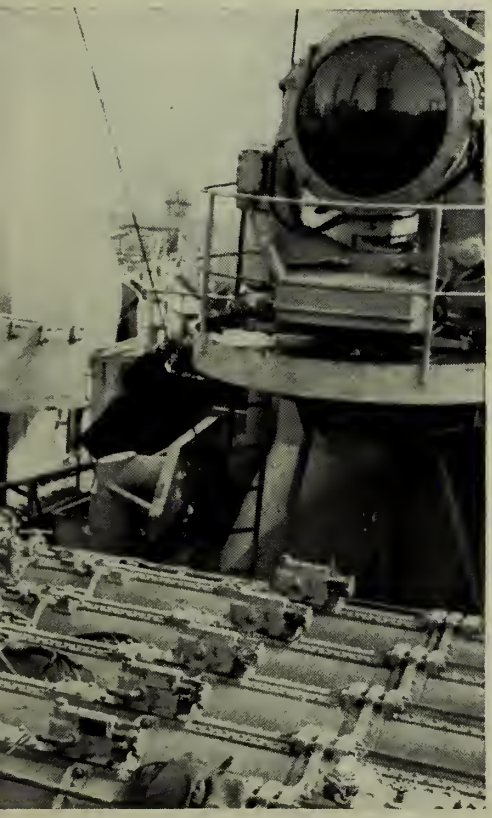




MEMBER of the commissioning crew logs in with petty officer of the watch (at left). Wraps are stripped from 40-mm. gun and the mechanism checked.



PACKING of main feed pump of *Soley* is replaced (above). Below: New officers and crew of *Soley* await inspection during recommissioning ceremonies.



the images of a few of the 129 zippered ships in the Charleston mothball fleet.



LETTERS TO THE EDITOR

Wave's Allotment

SIR: I married a Wave on active duty in February 1949, and took out family allowance in accordance with the service's present policy. Now I'm told that a Class "B" allotment obtained by my wife before marriage, for her dependent father, is no longer a valid allotment and must be stopped. I was also told that if it is desired to continue the allotment it must be under my name.—G.R.J. PN2, USN.

• *In accordance with the provisions of the Servicemen's Dependents Allowance Act, as amended, your wife's father continues to be entitled to receive payments of Class "B" family allowance benefits based upon your wife's naval service, so long as he is dependent in fact upon your wife for a substantial portion of his support.*—ED.

Wearing Dolphin Insignia

SIR: My last submarine duty was 22 March 1949, and my designator was changed from SS to SL last Semptember. I would like to know if I am still entitled to wear the dolphin insignia?—J.J.D., EN2(SL), USN.

• *Yes. In accordance with Article 9-110 of Uniform Regulations, "The submarine insignia represents the completion of prescribed training and the successful qualification for submarine service. The insignia shows the wearer is qualified for submarine duty, but does not necessarily indicate that he is currently serving in the submarine force. Enlisted men who have qualified for submarine duty and who have an entry of this qualification in their official record shall be entitled to wear the submarine insignia, except where later declared 'temperamentally unfit' or 'temperamentally disqualified' for submarine duty."* —ED.

Promotions to Chief Warrant

SIR: Is it possible to be promoted to a commissioned warrant rank, permanent, if such a temporary rank was satisfactorily held during World War II?—L.N.F., GMC, USN.

• *No. The only way a person could have requested appointment as chief warrant was under the transfer program, which has been closed.*

However, at such time as applications are being accepted for the appointment of enlisted personnel to warrant grades the information will be promulgated and you may be recommended by your commanding officer. —ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Uniform Alterations

SIR: In a recent issue of ALL HANDS, you stated that enlisted men could receive free alterations on regulation uniforms up to $1.00, from the ship's service tailor shop. Does this apply to CPOs, and if so, are there any regulations that void this if the uniform was purchased from a ship service uniform shop?—R.S.T., ADC, USN.

• *Minor alterations costing $1.00, or less, to uniforms of enlisted personnel (including Waves) who purchase new uniforms as replacements or replenishments during the course of enlistment will be performed free of charge by the ship's service store. This provision does not cover work performed for new recruits nor re-enlistees who re-enlist after the expiration of three months from the date of last discharge.*

As the present regulation concerning this specifically cites "enlisted" personnel, it would apply to CPOs. See paragraph 917 of Navy Ship's Service Store Regulations.

It does not matter whether the uniforms were procured from clothing and small stores or a ship's service uniform shop, the regulations still apply.—ED.

The EM's Raincoat

SIR: In recent discussions on improvements of naval uniforms, was there any consideration given to the impractical raincoat now authorized for enlisted men (white hats)?—E.D.E., DK2, USNR.

• *An effort is currently being made to redesign the enlisted men's raincoat to eliminate the present undesirable features. When a suitable coat has been developed and approved,* ALL HANDS *will publish the information.*—ED.

Cebu Is in ResFlt

SIR: I would like to know what has happened to USS *Cebu* (ARG 6). I understand she was put into mothballs. If so, where?—P.L., USNR.

• *Your source of information was correct. Cebu is in the Pacific Reserve Fleet, San Francisco, Calif.*—ED.

Transport Airman

SIR: I notice in the Manual of Qualifications for Advancement in Rating (NavPers 18068) the rating of transport airman. I would like to know if this rate is still in existence and the qualifications for acquiring it?—W. H. L., AA, USN.

• *Transport airman (NJC* 51600-51699*) is an exclusive emergency service rating, activated only in time of naval mobilization. All personnel who are performing duties in that field are usually assigned to MATS or FltLogSupWings but qualify for advancement in a general service rating, such as AD or AK.*—ED.

HMs on Recruiting Duty

SIR: Are pharmacist's mates on recruiting duty given a normal tour of three years shore duty if they meet all requirements?—F.C.G., HMC, USN.

• *If a hospital corpsman is ordered to recruiting duty direct from sea duty, he may normally expect to serve a full three-year tour in this duty. If he is ordered from a shore activity to recruiting duty, he may normally expect to serve the time remaining necessary to complete a total of three years on shore duty.*—ED.

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March 1946.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• USS *Huntington* (CL 107). A book telling of the ship's cruise from 1 June 1948 to 8 Dec 1948—a 28,000-mile cruise that took the ship to many ports in Africa and South America, among others. Price of the book is now $4.50, but remaining copies will be distributed free when the ship is placed out of commission in reserve. A few copies can be purchased by addressing the publisher, Horn-Shafer Company, 3 and 5 East Redwood St., Baltimore 2, Md. Otherwise, address Recreation Officer, Philadelphia Group, Atlantic Reserve Fleet, Philadelphia, Pa.

Face the Ensign or the Anthem?

SIR: We have an argument we would like to have you settle. Say the band plays the national anthem but the flag has been raised previously, should the band or the flag be faced?—R.C.A.

• *At the present time Navy Regs and public laws do not coincide in this respect. Navy Regs should be followed on a ship or station but at a public gathering the public law should be followed as a guide.*

Whenever the national anthem of the United States is played, persons in the naval service shall stand at attention and face the music, except at colors. At colors persons in the Navy shall face the ensign. When covered they shall salute at the first note of the anthem. (Navy Regulations 1948, Article 2106)

The public laws say in effect, that when the national anthem is played and the flag is not displayed, all present should stand and face the music. Those in uniform should salute at the first note of the anthem, retaining this position until the last note. All others should stand at attention, men removing the headdress. When the flag is displayed, all present should face the flag and salute. (Public Law 829, 77th Congress)—ED.

Youngest Commissioned Officer?

SIR: It has been on my mind for some while as to whether or not I am the youngest officer ever commissioned in the United States Naval Reserve. I was commissioned an ensign 15 Nov 1945 at the Naval Air Station, Glenview, Ill. My birthdate is 7 June, 1926, hence at the



day of commissioning I was 19 years, 5 months, 8 days old. I would like to know if that is the lowest age recorded for a commissioned officer or not?—G.B.M., Jr., ENS, USNR.

• *For* ALL HANDS, *or anyone as a matter of fact, to ascertain your right to the title of "youngest officer ever commissioned in the Navy" would involve a good deal of research. And it is most unlikely that you are the youngest* ever *commissioned. In the early days of our Navy many relatively young boys were commissioned officers in the Navy.*

During World War II an aviation cadet program was set up that allowed young men 18 years of age to enlist as cadets. They were given a minimum of nine months training. Therefore, if some enlisted on their eighteenth birthday (and only did nine months training) there exists the distinct possibility that some of them might have been commissioned before their nineteenth birthday.—ED.



USS *San Jacinto* (CVL 30)—Built by Texas money, she is now in the Pacific Reserve Fleet

8 Buttons on CPO Coat

SIR: We have a problem here on the base. Ship's service stores cannot supply the six-button white CPO coat, neither can any of the clothing stores in this area. We would like to know if the six-button or eight-button white uniforms for CPOs are required?—L.C.T., HMC, USN.

• *The eight-button white uniform coat is still regulation for chief petty officers.* —ED.

To Salute or Not to Salute

SIR: I have always been under the impression that a salute was a mark of respect to the uniform and not the man. If such is the case why is it compulsory to salute officers in civilian clothes? Exactly what is the rule concerning this?—S. T. K., AMC, USN.

• *The hand salute is the long established form of greeting between* persons *in the armed forces. See article* 2110, *U. S. Navy Regulations,* 1948. *Therefore, it is obvious that all persons in the naval service shall salute all officers senior to themselves on each occasion of meeting or when addressed by such officers. There are exceptions, see article* 2110, *Navy Regs, but they are not applicable to the above problem. In or out of uniform, an officer is still an officer, and is entitled to the courtesies normally extended officers. On a base where an officer is easily recognizable there is no excuse for not rendering him a proper salute. However, an officer in civilian clothes cannot rightly expect a salute if he is in an area where he is not known. It is his responsibility, if a salute is desired, to make known his status.*

So in reply to your question it is compulsory to salute officers in civilian clothes because if you know they are officers, then you know they are entitled to a salute. You are not required to salute civilians but it is permissible and quite proper if you so desire. Sailors do not lift their hats when greeting another person, as do civilians. They salute.—ED.

Texan Yearns for San Jacinto

SIR: I would appreciate it if you could tell me the present location of USS *San Jacinto.* As a Texan, I feel that if the Navy puts her into mothballs she ought to be sent to the Reserve Fleet at Orange, Texas. After all it was Texas money that built her.—E.J., YN1, USN.

• USS San Jacinto *(CVL 30) is now in the Pacific Reserve Fleet, Alameda, Calif.* —ED.

IC Electricians School

SIR: In the September 1948 ALL HANDS you stated that electrician's mates are eligible to attend the IC Electricians school at the Receiving Station, Washington, D.C. However, ComServPac has put out a letter stating that only rated IC's are eligible to attend this school. I am interested in going to school and would appreciate it if you can straighten me out.—R.E.G., EM1, USN.

• *Prior to the time the new rating structure became effective (2 Apr 1948), all rated electrician's mates were eligible to attend Naval School, IC Electricians, Class "B." But 1 Mar 1949, a Fleet quota letter (based on BuPers letter to ComServForces, 9 Feb 1949), became effective. Under this directive, IC electricians, 2nd class and above, became the only personnel eligible for enrollment at the school.* —ED.

Attending Class B School

SIR: I would like to know the qualifications for a yeoman second class to attend a Class "B" service school. According to BuPers Ltr. Pers-636-ohj-1 dtd 9 Feb 1949, the requirements are such that I am not eligible for advancement. Please straighten me out.—B.P.W., YN2, USN.

• *The test score requirements listed in paragraph 4 of enclosure (b) to BuPers Ltr. Pers-636-ohj-1 dtd 9 Feb 1949 are applicable to the Naval School, Yeoman, Class "A" and do not apply to the Naval School, Yeoman, Class "B". If recommended by their CO candidates for the Class B school are eligible if they are YN2 or above with 18 months obligated service upon entry into school and a minimum of 16 weeks remaining to serve on current tour ashore if on shore duty.* —ED.

Requirements for AK School

SIR: What are the requirements for aviation storekeeper school?—E.C.H., SK2, USN.

• *Applicants must have a score of 50 on the clerical aptitude test and a combined score of 100 on the GCT and ARI tests. Also, typing experience is desirable.* —ED.

Assignment to NavScol(YN)

SIR: I am a YNSA and I would like to know if it is possible for me to attend a stenotype school. I have about 20 months to do and would be willing to extend my enlistment for this type of training.—T.W., YNSA, USN.

• *Stenotype classes are no longer convening inasmuch as the demand for graduates with this training has been satisfied at this time. However, requests for assignment to NavScol(YN) should be submitted to the Service Force Commander via official channels.*—ED.

Corpsmen in the Registry?

SIR: I have a question that might be of interest to all hospital corpsmen with the rating of clinical laboratory technician. Is it possible for clinical laboratory technicians to be placed in the Registry of American Laboratory Technologists?—G.L.S., HN, USN.

• *The evaluation of the courses of instruction in laboratory technique given by the Navy is at the discretion of the Registry of American Laboratory Technologists. Personnel interested should communicate directly with the Registry. No mention, however, is made in the American Council on Education's "Guide to the Evaluation of Educational Experiences in the Armed Services" concerning required studies and educational and experience background for placement in the Registry.*—ED.

Finny Flyers Fly

SIR: A friend and I have had a disagreement in regard to flying fish. We would like to know if flying fish really fly or not. How about it?—D.F.B.

• *Webster says: Flying fish are any of certain fishes, mostly of tropical and warmer parts of temperate seas, which have long winglike pectoral fins, and are capable of leaving the water and moving some distance through the air chiefly by the motion of the tail before they entirely leave the water.*

Flying fish utilize their wings more or less to keep themselves aloft. But it is their tail that gives them the power to soar for great distances out of water. Whether they use their tail or their wings to keep aloft they are technically speaking flying.—ED.



USS *Piedmont*—The rumors she was a Mecca for MMCs are not well founded.

Tall Tale About *Piedmont*

SIR: Now I've heard everything. I was told that one time during World War II, in either 1942 or 1943, USS *Piedmont* (AD 17) carried 1,200 chief machinist's mates on a cruise. They were not listed as passengers, but as part of the ship's complement. Could you please verify this statement?—W. E., ENS, USN.

• *Sounds like a tall tale. It is considered impossible for* Piedmont *to have carried more than a dozen chief machinist's mates as part of her complement on any one cruise. Besides, she wasn't commissioned until 5 Jan* 1944, *according to BuShips.*—ED.

LDO or USN(T) Status?

SIR: I am a lieutenant (temporary) USN with date of rank of 1 July 1944. My permanent rank is chief machinist. I was selected for lieutenant (junior grade) LDO. BuPers Circ. Ltr. 173-48 indicated estimated date due for promotion as LDO of 1 Jan 1949. I was given until 7 Aug 1949 to accept this appointment. Considering estimated date due for promotion to lieutenant, would my appointment in LDO at this time be considered for promotion to lieutenant or lieutenant (junior grade)?

If I am selected for lieutenant commander (temporary) USN and later accept the permanent appointment in a lower LDO rank, would I continue to hold my temporary rank or would I be required to revert to permanent LDO rank? —J. T. T., LT, USN.

• *Your appointment would be offered in the grade of lieutenant (junior grade) until such time as the lieutenant LDO selection board has completed its action and your contemporaries in the LDO list (published in BuPers Circ. Ltr. 173-48) have been advanced to the grade of lieutenant.*

If you should accept a permanent LDO appointment, you would revert, if necessary, to the permanent LDO rank in which appointed. You could not continue to hold a USN *(T) status.*—ED.

Enlisting in Army

SIR: I would like information on the possibility of enlisting in the Army after accepting a discharge from the Navy. Would I be able to enlist in the same pay grade held at time of discharge from the Navy?—H.H.H., SD1, USN.

• *You are advised to contact your nearest Army-Air Force Recruiting office for this information. Enlisted personnel in certain specialties are enlisted in the Army and Air Force in pay grades equal to that held at time of discharge from Navy and Coast Guard.*—ED.

Discharge of LDOs

SIR: After reading your reply to V.A.P., QMC, in the February 1949 ALL HANDS (Letters section), a question came to mind. In both your answer and in BuPers Circ. Ltr. 174-47 (NDB: July-December AS & SL, 1947), it states that a chief petty officer who accepts an LDO status and then fails the selection board two times will be discharged but may be accepted for reenlistment in a rating not lower than that previously held provided that the circumstances surrounding the discharge warrant such action. I would like to have you clarify the words "circumstances surrounding the discharge warrant such action."

It seems to me that if one fails the selection board two times, it will be because he can't pass the examination or there are not enough vacancies in the next higher rank. These, then are the circumstances surrounding the discharge. What circumstances other than these could be considered?—V.W.W., YNC, USN.

• *Paragraph 6 of BuPers Circular Letter 174-47 reads in part, ". . . although the law does not provide for reversion to former status of an ensign discharged by reason of failure on professional examination for promotion or by reason of revocation of commission, any such officer (ensign LDO) will be accepted for reenlistment in a rating not lower than that held at the time of appointment to officer rank (permanent ensign, LDO, CWO or WO) provided that the circumstances attendant upon his discharge warrant such action."*

There are two reasons by which an ensign, LDO, would be discharged from naval service, namely: (a) failure on professional examination, and (b) revocation of commission during the three-year probational period immediately following commissioning. A commission may be revoked for disciplinary reasons or as a result of administrative action (inaptitudes, unsuitability, poor performance, etc.), or for disciplinary reasons. It therefore follows that the "circumstances attendant upon his discharge" will have a major bearing on the decision of the Bureau to accept such an individual "for enlistment in a rating not lower than that held by him at time of appointment to officer rank." —ED.

Mustering-Out Pay

SIR: I read in an old issue of ALL HANDS that the law governing payments of mustering-out pay was extended until January 1950. Does that mean that no more MOP payments will be made after that time? I reenlisted in May 1944 for six years. At that time the MOP law was not in effect. To date I have not received any MOP. Will I be paid the MOP upon my discharge even though it will be after January 1950, or must I submit a claim for it prior to January 1950?—W.E.U., MMC, USN.

• *The article referred to in* ALL HANDS *made reference to Public Law 539-80th Congress, approved 19 May 1948, which provides for persons who were considered to have been permanently separated from the naval service between 7 Dec 1941 and 3 Feb 1944 and who had not made application for mustering-out payment before 3 Feb 1946. This Act extended the time within which such persons may make application for mustering-out payment to 3 Feb 1950.*

The above Act made no provision for persons who had been discharged prior to 1 Feb 1945 to immediately enlist, reenlist, or accept an appointment in the Regular Navy. If otherwise eligible for mustering-out payment, such persons will be entitled to receive such payment at the expiration of their current enlistment.

Therefore, a person who reenlisted in the Regular Navy in May 1944 will be entitled to mustering-out payment at the time of discharge in May 1950, if otherwise eligible.—ED.

Ship Reunions

News of ship reunions and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

• *Seabees:* Second annual convention of the Seabee Vetcrans of America to be held at Atlantic City, N. J., on 9, 10 and 11 Sept 1949. Write to B. G. Adams, Room 700, Guarantee Trust Building, Atlantic City, N. J.

• *PT boat veterans:* Fourth annual convention of personnel who served with motor torpedo boat squadrons, bases and tenders to be held at the Hotel New Yorker, 2 to 5 Sept 1949, in New York City. Write National P.T. Veterans' Association, Box 884, Boston 3, Mass.

• USS *Baham* (AG 71): A reunion of all personnel who have served in this ship will be held on 3 July 1949 in St. Louis, Mo. Contact Olin Schmidt, 2822 Telegraph Road, St. Louis, Mo.

• USS *Sterlet* (SS 392): A reunion of all former crew members will be held in Washington, D. C., at the end of August or early in September. Write Matt Kane, 1754 Massachusetts Ave. N.W., Washington, D. C.

• *Navy Club of USA:* 12th annual reunion of all members will be held at Lafayette, Ind., on 23 to 25 June 1949. Write K. A. Groff, Navy Club, USA, P. O. Box 468, Rockford, Ill.

• *Fleet Reserve Association:* Annual convention to be held at Annapolis, Md., 3 to 6 Sept 1949. Write John J. Lusby, Corresponding Secretary, 429 Investment Bldg., Washington, D. C.

Receiving Two Pensions

SIR: I am a Civil Service employee of the government. As such I will be eligible for a pension at the age of 62. What I would like to know is, would I be eligible to receive a pension under the Naval Reserve if I qualify?—K.W., LCDR, USNR.

• *Those Naval Reserve personnel who otherwise qualify are eligible to receive both a Civil Service pension and Naval Reserve retired pay.*—ED.

Wants Duty in Rating

SIR: When the new rating structure was established in April 1948, my rate was changed from CMoMM to CMC. My classification is an automotive repairman. I would like to know the procedure I would follow in being assigned duty within my rating. I am currently doing recruiting duty in Maryland. When my tour is completed, I would like to get into construction work with the Seabees. —E.T.S., CMC, USN.

• *Personnel with your rating can now be assigned to Construction Battalions, Amphibious or Regular, or with Construction Battalion Detachments at overseas bases. When your normal tour of duty has been completed, you will be reported to the Bureau of Naval Personnel, which will assign you to other duty. If you would like a particular assignment, address an official request, through your local chain of command, to the Chief of Naval Personnel. It will be considered on the needs of the Navy at that time.*

Personnel with your rating who desire to be transferred to activities having an allowance for CMs—and who are in the fleet—must direct their requests via their fleet commanders.—ED.

Cruiser Pix Mixed

SIR: I noticed in the Letters to the Editor section of the April 1949 ALL HANDS you had the pictures of USS *Astoria* and USS *Tucson* transposed.—A.P.M., BMC, USN.

• *You are correct.*—ED.

Air Force Gunner's Wings

SIR: I served in the Air Force and earned aerial gunner's wings. I am now on active duty as a stationkepeer with the Navy. Can I wear those wings earned in the Air Force. If not, can I wear the winged machine gun patch of the Navy aerial gunner on my uniform?—D.R.B., AD2, USNR V-6.

• *Insignia worn by naval personnel on their uniforms indicates current qualifications. Article 9-10 of U.S. Navy Uniform Regulatians specifically prahibits the wearing of aviation insignia of other services or nations on the naval uniform. You cannot, therefore, wear the aerial gunner's wings awarded you while a member of the Air Force; nor can you wear the Air Gunner's Mark unless you qualify far that designation while in the naval service.*—ED.

Seeks Draftsman Rating

SIR: I have been on inactive duty with the Organized Reserve. I have had no previous military service. I would like to know what rating I could obtain by enlisting in the Regular Navy. My civilian occupation is architectural drafting and I have had three year's preparatory schooling in drafting.—W.P.

• *The Regular Navy has one draftsman rating (DM), for which the requirements are small. After enlisting in the Navy for general service each individual is eligible for selection to a school, if Basic Test Battery scores are suitable. If one is selected for DM school, he becomes a DM striker upon graduation and is eligible for eventual advancement to and within the DM rating. Past experience is of definite benefit to each individual.*—ED.

Enlisted Interpreters

SIR: I can understand, speak and write the Polish language and am able to teach it to others. Does the Navy need interpreters?—J.S., YNSA, USS.

• *There are no allowances, as such, for enlisted interpreters in the peacetime Navy.*—ED.

What Determines Precedence?

SIR: In the 1948 Bureau of Naval Personnel Manual is an article causing concern to a few of us here. We would like to know what factors were considered in making up the precedence list in Article C-2102?—R.H.L., YN1(SS), USN.

• *The order of precedence as set forth in the 1948 BuPers Manual was developed after due consideration of the comparative military responsibilities involved among all ratings. See April 1949* ALL HANDS, *p. 54. This list is not necessarily permanent and if in time it becomes evident that certain ratings develop more military responsibility than others, appropriate changes will be made.*—ED.



CONTROL tower operator belongs to crew sent to Fallon to perform housekeeping duties for visiting aircraft.

Outlying Air Station Has Wild West Tang

EVER hunt ducks from your front porch? Tried rounding up cattle by airplane? Want to strike for "buckaroo" or "hay kicker"?

These activities are within the realm of possibility at the Navy's outlying air station in Nevada, 30 miles west of the small town of Fallon.

Deactivated after the war, the Fallon air station recently reopened to quarter squadrons during bombing, rocket and strafing practice over the surrounding range lands.

During Operation Haylift, a working crew of FASRon-8 men headed by L. K. Vaughn, AMC, USN, was sent to the air station for temporary duty to perform "housekeeping" duties—servicing and fueling aircraft and base maintenance—for visiting squadrons.

The operation was an aviation drama ranking second only to the Berlin Airlift. Thousands of cattle and sheep were saved from starvation on remote, snow-covered grazing lands.

The haylift was primarily an Air Force venture but were it not for the fleet service squadron men the mission might never have been accomplished. In addition to servicing the 17 USAF "Flying Boxcars" and maintaining the air base for 250 Air Force men. the FASRon-8 men volunteered as buckaroos (*never* call them cowboys!) and hay kickers. They helped load the endless bales of hay onto the planes, then jumped aboard to kick it out of the side doors when passing over a herd of cattle or flock of sheep huddled on frozen ranges below.

Hay kicking is a dangerous job. Staunch ropes were tied around the hay kickers' waists and secured to the aircraft. Thus if a man fell out along with the hay he would only dangle



FALLON'S station, high and remote, was reopened to squadrons during maneuvers over surrounding range lands.

mid-air for a moment until hauled back into the aircraft.

Nevada has this country's best duck hunting and the Fallon air station is situated right in the center of this sportsman's paradise. When it's open season the men bag the limit on ducks with no trouble at all.

Another favorite sport for Navy men at Fallon is jackrabbit hunting. The mottled brown rabbits are wild and tough, so aren't edible, but because they are a nuisance to ranchers and farmers they are considered fair game for hunters.

The FASRon-8 men pile into jeeps, and armed with .12 gauge shotguns or .22 pistols, careen madly over the flat rocky land, taking pot shots at the nimble rabbits.

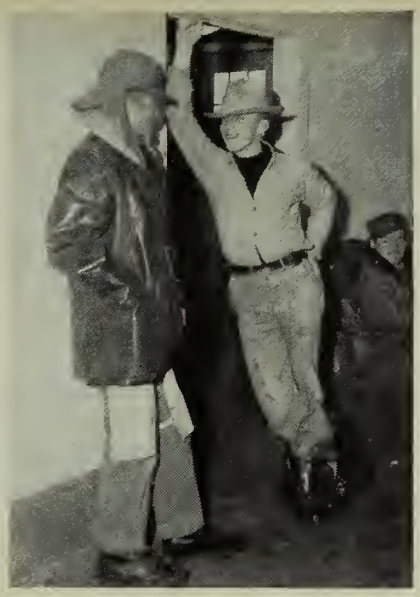
Once a vital terminal for military aircraft, the Fallon air station had been gutted after the war and all buildings except the Administration office, control tower, one hangar, a garage and one barracks had been dismantled and sold as surplus material.

When reactivated last June a messhall and galley was set up in the garage. The men are now decorating a small lean-to for a recreation room. Meanwhile they congregate at the communications shack during leisure hours. *Piece de resistance* of the proposed recreation room will be the elaborate $900 juke box donated, along with 400 popular recordings, to the enlisted men by "Cap" Anderson, a Fallon citizen with a paternal love for the men in Navy uniform who appear so out of place on the streets of the small cattle town.

When the juke box, now installed in the communications shack, is placed in the recreation room, "Friday," a nondescript hound dog, will be allotted his customary sleeping nook alongside the machine.

Known as the "sleeping-est dog in the world," Friday was born at the Fallon air station eight years ago when the isolated base was a mecca for military and transcontinental aircraft. When the station folded after the war Friday hung around disconsolately for a few days then invited himself to become a guest of an Indian agent at Carson City, Nev.

One day last June the dog Friday spotted a sailor on the streets of Carson City. Then he knew the fleet was in. He ran to the enlisted man and with great sound and fury hurled his 50 pounds against the startled sailor's chest. That night, when the sailor returned to his base, Friday was in tow.



BUCKAROO and sailor swap headgear and stories in communication shack that serves as a rec hall.

Friday goes on liberty about once a month, hopping a truck into town to enjoy the usual delights of a sailor ashore, then hops another ride back to the Navy station.

Because of Friday, the Fallon air station is probably the only Navy activity in the world without a cat. Friday loathes cats. He mangles them on sight. Cats take a dim view of the Fallon air station.

Friday undoubtedly rates a couple of purple hearts. On one occasion he was run over by an automobile, suffering fractures of both hind legs and crushed chest. He was flown to an Oakland, Calif. hospital where steel plates were inserted in both legs and his crumpled ribs tied with wire. He's in excellent health now, but has a hearty dislike for any type of wheeled locomotion.

Fallon citizens gathered the young FASRon-8 men to their hearts. Old-fashioned community dances were held twice a month, and special buses provided for Sunday church services.

The officer in charge, Lieutenant Emil G. Blouin, USN, a former enlisted man, is a good "old man," severe but fair and impartial. He condones many things which would not be permissible at a larger station, chiefly and to wit, "Dutchess."

Dutchess, the only female at the air station, is part coyote, part police dog. She became one of the family after being mistaken for a coyote and shot in the leg while skulking around the barracks late one night.

It's a happy life at the Fallon base, where sailors mingle with buckaroos and sportsmen in a genuine Wild West setting. The small numbers of personnel for housekeeping duties at outlying stations are normally assigned by the CO of the parent station. In this case, orders to Fallon were made by the CO of NAS Alameda.

For the FASRon-8 personnel, the tour at Fallon was considered as sea duty because their unit is on sea duty. —K. W. Madison.



LIFT THAT BALE—Sailors at Fallon loaded endless bales of hay into Air Force planes to feed starving livestock during the winter blizzards.




FIRE EXT
LOCATE


U.S.NAVAL AIR STATION
SAN DIEGO, CALIF.
U.S.S.NORTH IS


ED MEMORY OF FIVE UNKNOWN
N SEAMEN BURIED HERE WHO
THE EXPLOSION OF THE
TRIPOLI HARBOR



TODAY'S NAVY





10 Ships to Comprise Middie Practice Squadron; England and France Will Be Visited During Summer

Ten ships, headed by the battleship USS *Missouri* (BB 63), will comprise this year's midshipmen's practice squadron. The ships will make one cruise to England and another to France during the summer.

Besides *Missouri*, the following ships will take part in the cruises: the destroyers USS *New* (DD 818), USS *Holder* (DD 819), USS *Rich* (DD 820), USS *Robert L. Wilson* (DD 847) and USS *Damato* (DD 871), and the light minelayers USS *Thomas E. Fraser* (DM 24), USS *Shannon* (DM 25), USS *Harry F. Bauer* (DM 26) and USS *Shea* (DM 30).

Successful Red Cross Drive

An amazing Red Cross drive on Kwajalein Island resulted in $2.521.30 being donated to the local chapter by the island's 1.180 inhabitants—an average of over two dollars per person.

Mostly responsible for the success of the drive were the wives of Navy men stationed on the island and the appetites of the sailors. Freshly-baked, lavishly decorated pastries, prepared by the wives, were auctioned to the men in the closing phase of the drive.

Heated bidding over these tidbits, highlighted by the purchase of a cake for $175 by Lee H. Lofton, SA, USN, brought a total of $1,521.00 into the coffers.

New Fishing Boats

Three new fishing boats have been acquired for the Trust Territories of the Pacific Islands, an area under trusteeship of the U.S. Navy.

The boats were built to order, designed to specifications established by natives of the islands. They are of three and one-half tons displacement, 36 feet overall. The 10 horsepower semi-diesel engine installed in each is of a dependable and easily repaired type widely known in the islands.

Retail purchase price of the boats was $3,640. All three already have been bought by purchasers at Truk and Ponape. The boats are equipped with a complete supply of fishing gear, sails and a bait well which keeps bait alive on long trips.

The Japanese-built boats are expected to aid in development of private enterprise and to be another step toward self-sufficiency in the Trust Territory.

The Navy in Pictures

PHOTOGRAPHIC student at NATTU Pensacola, Fla., Dorris Johnson, SN, is first peacetime Wave to take this training (top right). Top left: Ladies first policy sends Wave Elizabeth Nardi to head of a line of blood donors from Nav Rec Sta, Anacostia, D.C. Center left: The miniature carrier USS *North Island* is one of the most popular Navy exhibits on West Coast. Lower left: Graves of five unknown sailors killed aboard USS *Intrepid* in 1804 are marked by the Navy in a ceremony in Tripoli. Lower right: AM-1 Maulers, one-man carrier-based attack planes, display the magnitude and variety of their awesome armament.

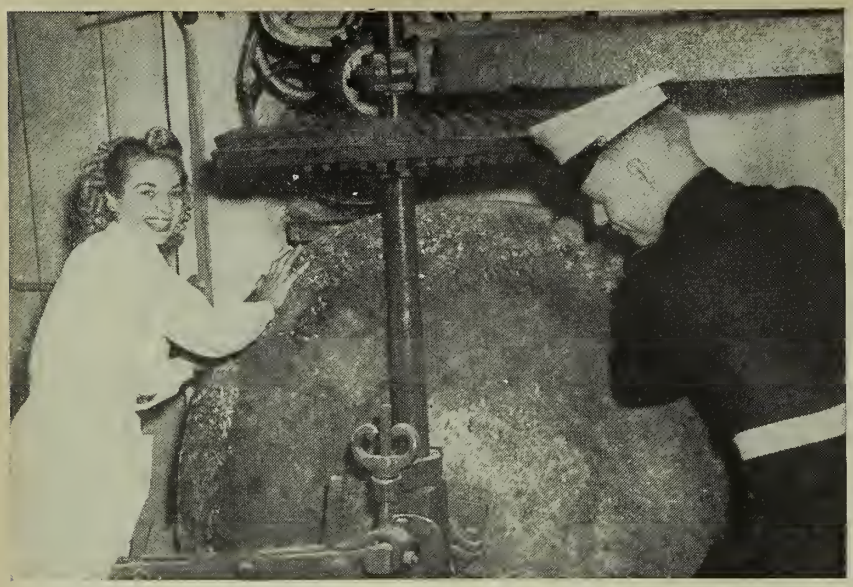
YESTERDAY'S NAVY



Declaration of Independence signed 4 July 1776. Congress created grade of rear admiral for flag officers 16 July 1862. U.S. fleet destroyed Spanish fleet as it attempted a sortie from harbor of Santiago 3 July 1898.

JULY 1949

SUN	MON	TUE	WED	THU		
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						



ATTRACTIVE worker explains to a marine the functioning of the millstone-like device for crushing the essence from flowers in perfume factory in France.

Marines in the Mediterranean

Arriving in the Mediterranean, members of the Second Marines—a unit of the Second Marine Division based at Camp Lejeune, N. C.—relieved the Fourth Marines, also of the Second Marine Division.

This is the second tour of duty of the Second Marines with the Sixth Task Fleet in the Mediterranean in the past year and a half. Besides the Fourth Marines, the Eighth and Twenty-first Marines—also units of the Second Marine Division—have trained in the Mediterranean since the Second Marines made their first trip to that region in Jan 1948. Units of the Second Marine Division are rotated to the area for periods of approximately three months. Thus all units receive thorough amphibious training and have an equal opportunity to visit the region.

Liberty in most major ports of the Mediterranean is provided for the marines during each training cruise. Naples, Tripoli, Benghazi and Marseille—alive with history and local color—are typical of the sea-ports visited. Venice is another favorite liberty town, with its Grand Canal, many bridges, and famous buildings and statues competing with sidewalk cafes in providing pageantry. The marines also visit giant perfume factories in Grasse. France. In Athens, they see the Acropolis and the Parthenon.

In landing maneuvers in the area, the "beachhead" is simply a line established by boats lying well off-shore. Troops under arms are prohibited from landing on foreign soil.

The Second Marines is a battalion landing team normally composed of 1,200 to 16,000 marines.

Biological Warfare Research

An active research program on biological warfare, including methods for the prevention and treatment of diseases which might be caused by such warfare, is being conducted in the interests of national defense.

"In addition, appropriate steps are being taken to ensure the coordination of the activities of our protective agencies (including the Public Health Service, Department of Agriculture, federal, state and municipal health agencies as well as the Armed Forces)," SecDefense says.

These plans to fight any possible biological attack were revealed by SecDefense in a report designed to scotch exaggerated accounts of the possible effects of biological warfare.

How far these defenses have been developed, however, the report did not say. But it labeled as false statements that a single small biological bomb could knock out an entire city population or that an ounce of a mysterious compound would be enough to kill off 200,000,000 persons.

"While it would be folly to underestimate the potentialities of biological warfare, there is no factual basis for extravagant claims of the existence of a biological super-weapon," the report stated.

Biological warfare, moreover, is a threat not only in time of war but in peacetime as well, SecDefense warns. It would be relatively easy to poison the food supplies of a nation that didn't have its public health guard up. Strict public health measures, therefore, are our first line of defense, he said.

A group of American scientists and industrialists are working with the armed forces and in cooperation with some of our former allies to develop methods of defense against this type of warfare.



UNMODIFIED *Neptune* roars aloft with heavy load from USS *Coral Sea* during recent tests to determine the practicality of carrier based heavy bombers.





AIR SCOUT Elmer Branyon gets the word on R5D details from LT H. V. Weldon and Maj J. H. Rhoades in Phila. (left). Right: John Hay, QMC, explains compass calibration to Sea Scout Ron Burke on board USS *General William Mitchell*.

Fleet Visits New York

The largest number of U.S. Navy ships to visit New York City in a group in the past three and one-half years spent the Easter week-end at that city. The most recent event that exceeded the Easter invasion's 30 ships occurred on 27 Oct 1945, when President Truman reviewed the victorious U.S. Fleet in the North River.

The latest mass movement to New York by Navy ships was led by the 45,000 ton aircraft carrier USS *Franklin D. Roosevelt* (CVB 42). Upon entering the harbor she was followed by the 27,000 ton carrier USS *Leyte* (CV 32) and the destroyers USS *Compton* (DD 705), USS *Gainard* (DD 706), USS *Harlan R. Dickson* (DD 708), USS *Purdy* (DD 734), USS *Hugh Purvis* (DD 709), USS *Hyman* (DD 732), USS *Beatty* (DD 756), USS *Macomb* (DMS 23) and USS *Jeffers* (DMS 27). Also accompanying *Franklin D. Roosevelt* were the submarines USS *Sea Robin* (SS 407) and USS *Argonaut* (APS 1).

Other ships which moored or docked in New York harbor are: destroyers—USS *Zellars* (DD 777), USS *Massey* (DD 778), USS *Putnam* (DD 757), USS *Henley* (DD 762), USS *Willard Keith* (DD 775), USS *James C. Owens* (DD 776), USS *Douglas H. Fox* (DD 779) and USS *Stormes* (DD 780); submarines—USS *Halfbeak* (SS 352) and USS *Dogfish* (SS 350); escort carriers USS *Siboney* (CVE 112), USS *Saipan* (CVL 48) and USS *Sicily* (CVE 118); survey vessels—USS *Tanner* (AGS 15), USS *Harkness* (AGSC 12), USS *J. M. Gillis* (AGSC 13) and USS *Simon Newcomb* (AGSC 14).

Seven of the visiting ships were berthed on North River and were open to the public on Saturday and Sunday afternoons, except for *Franklin D. Roosevelt* which was open on Saturday afternoon only. The other four carriers, with three other ships, comprised the group which received visitors.

The visit to New York came in the midst of training exercises in the North Atlantic. After pausing for the week-end, the ships resumed training of reservists.

Franklin D. Roosevelt, "star" of the New York appearance is one of the Navy's three 45,000 ton aircraft carriers. The other two are USS *Coral Sea* (CVB 43) and USS *Midway* (CVB 41). An interesting fact about the ship is that if she could be stood on end alongside the Empire State Building she would reach as high as the 84th floor. The first landings and take-offs by a completely jet-powered plane aboard a U.S. carrier took place on *Franklin D. Roosevelt*.



DESIGNED specifically for use with the fleet, the Navy's new HJP-1 helicopter will carry five passengers or three litter patients plus a crew of two.



FIRST Negro to be commissioned a naval aviator, ENS Jesse L. Brown, USN, is sworn in at sea by CAPT. W. L. Erdmann, CO of USS *Leyte* (CV 32).

Natives Self-Sufficient

Resources on and near Kili Island, the new home of the 181 natives who gave up their habitat on Bikini for the Navy's atomic bomb tests in 1946, have enabled the new inhabitants to become completely self-sufficient.

Although the Navy stocked the island with supplies for a whole year, gratuitous food issues are no longer necessary. They moved to Kili in November 1948.

Located in the southern part of the Marshall Islands group, Kili is approximately 400 miles southeast of Bikini.

Their first move was to Rongerik in 1946, but because they were not self-sufficient on that island, they were moved to Kwajalein until a better island could be found.

Naval personnel and a native working party installed homes, cisterns, a dispensary, trading store, council house, copra house, church and community house on Kili before the move was made.

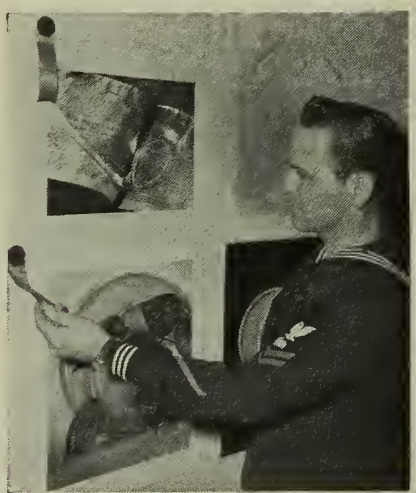
New UnderSecDefense Flag

A new flag created for the Under Secretary of Defense, to which office Mr. Stephen Early has been appointed, has been approved by the President.

Made up of reverse colors to the flag of the Secretary of Defense, the new flag features the seal of the National Military Establishment.

An American eagle in natural colors faces to the right, wings outstretched horizontally. In its grasp are three crossed arrows in gold and the eagle bears a shield on its breast, the lower two thirds in thirteen stripes alternated white and red with the upper third in blue.

The flag of the Secretary of Defense is of medium blue with the same center design between four white five-pointed stars. The flag of the Under Secretary of Defense is white, the same design in the center between four medium blue five-pointed stars. Silk flags are trimmed with medium blue fringe. Below the spearhead of the flagstaff is attached a cord with a tassel at each end white and medium blue strands.



FIRST PRIZE in still life class of photo contest in Charleston, S. C., was won by R. K. Mullis, PH2, USN.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral John L. McCrea, USN, Deputy CincPac, ordered to OpNav for duty.

Vice Admiral James L. Kauffman, USN, Com 4, retired 1 May

Rear Admiral Charles L. Brand, USN, Assistant Chief, BuShips, retired 1 May.

Rear Admiral Arthur G. Robinson, USN, Staff, ComMarianas, ordered to OpNav for duty.

Rear Admiral Leo H. Thebaud, USN, Naval Inspector General, ordered as Com 1.

Rear Admiral George C. Dyer, USN, OpNav, ordered as Deputy Commandant, National War College, Washington, D. C.

Rear Admiral Stuart H. Ingersoll, USN, Chief of Staff, CincPac, ordered to OpNav for duty.

Rear Admiral William L. Rees, USN, Chief of Staff and Aide, ComNavWesPac, ordered to OpNav for duty.

Rear Admiral Clinton E. Braine, Jr., USN, Assistant Chief of Naval Material and Director of Production Policy, Navy Department, retired 1 May.

Rear Admiral Harry R. Thurber, USN, General Inspector, PacFlt, ordered to OpNav for duty.

Rear Admiral Lloyd Harrison, USN, BuAer, Navy Department, ordered as Assistant Chief for Design and Engineering, BuAer.

Rear Admiral Wesley M. Hague, USN, ComNavShipYd, Boston, Mass., ordered as Chief, Industrial Relations, UnderSecNav.

Rear Admiral Lyman A. Thackrey, USN, under instruction, Naval War College, Newport, R. I., ordered as ComPhibGrp 4.

Rear Admiral Herbert E. Regan, USN, Member, General Board, Navy Department, ordered as Chief of Staff and Aide, ComNavWesPac.

Rear Admiral Frank T. Watkins, USN, CO Naval School, General Line, Monterey, Calif., ordered to BuPers as Assistant Chief of Naval Personnel for Personnel Control.

Rear Admiral Samuel E. McCarty, SC, USN, Supply Officer, Naval Gun Factory, Washington, D. C., reported as Aviation Supply Officer and SOIC, Naval Aviation Supply Depot, Philadelphia, Pa.

Rear Admiral Robert S. Davis, DC, USN, District Dental Officer Com 11, ordered as Inspector of Dental Activities, East Coast.

Navy Gives U.C. Plaque For Wartime Training

University of California has received a plaque in honor of its wartime Navy training programs.

The plaque, presented in behalf of SecNav by Rear Admiral Lynde D. McCormick, USN, Commandant, 12 Naval District, was given to President Robert G. Sproul.

The university during the war period conducted a V-12 college curriculum course, deisel engineering school, medical research and training course as well as an Oriental language course.

Electron Microscope

Now that the age of electronics is here, the Navy is going to find out what happens to ball bearings under strain.

An electron microscope which can magnify 100,000 times will supply the answers to research scientists at the Naval Engineering Experiment Station, Annapolis, Md.

Taking the place of the light beam in optical microscopes, a beam of electrons enables the new device to magnify the period mark of a typewriter to a comparative size of larger than a baseball field.

The minute detail of enlargement is 100 times finer than is possible with optical microscopes.

First priority for study are the changes which take place on bearing metal surfaces, which will be lubricated and carrying a load. Later investigations will be the study of the particle size and shape of finely divided materials like rubber fillers and the structure of grease types. Metal structures, surface finishes and corrosion studies are scheduled for the future.

The electron microscope has alsearch as the observance of disease ready been used for such medical reviruses never before seen.

Memorial Honors First Marine Aviation Force

A new memorial to the First Marine Aviation Force now stands between the lanes of a dual highway near Miami Springs, Fla. The memorial stands near the original camp site of the First Aviation Marine Force, which was organized in 1918.

The memorial was erected by the Miami Committee of the First Marine Aviation Force Veterans Association and was dedicated on the "First's" 30th anniversary in November 1948, during the association's annual convention. Cost of the memorial was met by voluntary donations by 102 members of the group.



EMBLEM of 'Fighting First' surmounts rustic monument erected near the outfit's World War I camp site.

A rustic type of brick-work is the motif for most of the monument's surface. The structure is 12 feet tall. It is capped with stone and has a stone foundation. A bronze tablet is set in the front, with below it the emblem of the "Fighting First." The tablet bears the inscription, *Erected in Memory of First Marine Aviation Force by Members of First Marine Aviation Force Veterans Association, November 13, 1948.*

A portion of the First Marine Aviation Force was sent to Calais, France, in World War I to take part in bombing attacks on German submarine bases. The Germans began abandoning the bases after the first raid. however, so there were no further attacks. General Pershing transferred the squadrons to the British Army after the solitary subbase raid, and they finished out the war as a harassing force, carrying out bombing attacks behind German lines.

QUIZ AWEIGH

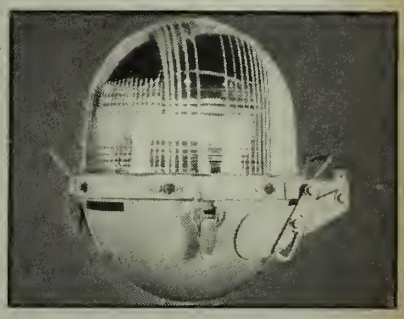
Being familiar with the new Navy is as important as remembering the old. As the Navy grows, its field of knowledge increases and the old salt along with the recruit must keep abreast of the times. Below are a few questions to test your Navy knowledge.



(1) This half-a-carrier is (a) AVP (b) AV (c) AVD.

(2) You would know by her hull number 11 that she is (a) Barnegat (b) Childs (c) Norton Sound.

(3) Recently she was converted to an experimental ship for purposes of testing (a) radar equipment (b) loran equipment (c) rockets.



(4) This instrument is used for (a) aiding surface craft (b) aiding planes (c) aiding submarines.



(5) This plane is the world's largest commercial type aircraft, it is (a) R60 (b) PV2Y (c) B-50.

(6) One of two the Navy now has in operation, its name is (a) Constitution (b) Constellation (c) Independence.

ANSWERS ON PAGE 53

Ships and Stations to Aid Savings Bond Drive

"Opportunity Drive," a nation-wide savings bond campaign, began on 16 May and will continue through 30 June 1949.

In announcing the Opportunity Savings Bond Drive, President Truman said, "We know we cannot have a sound and secure nation unless security is the common possession of our people. Savings bonds mean more than freedom from financial worries. They signify that the owner is an active participant in the affairs of his government, as every citizen should be."

Sometime during the 45-day period, each ship and station of the Navy will conduct an intensive two-week campaign of its own. The purpose is to encourage all personnel to set aside a portion of today's earnings as a prudent reserve to meet the opportunities and needs of tomorrow.

"It is desired that every officer, enlisted man and civilian employee of the Navy and Marine Corps not now participating in one of the Navy bond purchase plans be personally interviewed and encouraged to enroll on a voluntary basis," states Alnav 42-49 (NDB, 30 Apr 1949) in a special directive to all commands asking their cooperation and support.

The campaign will be conducted by local savings bond officers with assistance from the Director, Office of Savings Bonds and his field representatives.

The directive pointed out that the Navy Depatment has been a leader in the savings bond program since 1941.

Figures on participation before the drive opens show that approximately 58 per cent of civilian personnel and 40 per cent of military personnel are regularly investing in savings bonds.

Water-cooled Plaster Casts

Want to keep cool this summer while everybody else is sweltering? Here's how to do it: Get yourself enclosed in a head-to-hip plaster cast —a *water-cooled* plaster cast, that is.

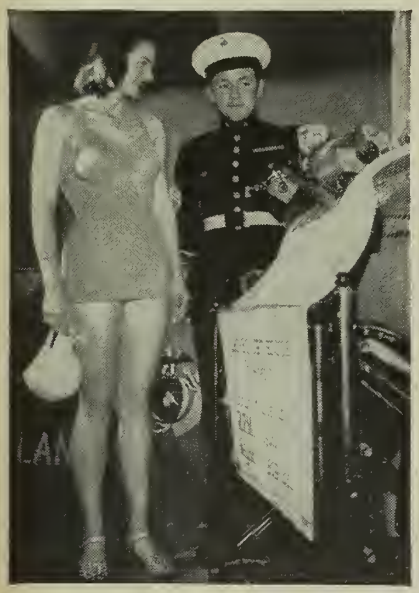
You may think that water-cooled plaster casts come under the same heading as water-cooled wigs, for instance, or watchman-wakers—Rube Goldberg inventions. But it's not true.

Take last July, for instance. A young man dived into shallow water and ran aground. The accident broke his neck, and they had to put him in a hyperextension body and neck cast. The weather was extremely hot and the patient practically roasted for three days. Then the cast was thoroughly dry, so they turned on the water. In less than a minute the patient was the coolest man in sight.

This is the way it was done: In the process of making the cast the cast-builders wrapped rubber tubing around the patient's body, coiling it loosely and allowing two or three inches of space between the turns. This was done just after the basic cast was applied.

One end of the tube protruded about five inches at the top of the cast, and the other the same amount at the bottom. After the cast was dry, one end of the tube was hooked onto a drinking fountain with logical and satisfactory results. An ordinary cold-water spigot will do the job almost as well.

The Navy medical personnel who developed the device pronounce it especially beneficial in the tropics. For moderate cooling purposes, stopcocks can be snapped onto the ends of the tubing to make one filling of water last for several hours. Also, by circulating warm water through the cast, the patient can be heated when necessary by water at 98° to 100° F.



FAMED SWIMMER Ann Curtis poses with F. J. Ryan, SSgt, at MarCor exhibit in a West Coast sports show.

Navy Displays Its Devices

New devices developed by the Navy to aid amputees have been put on display for representatives of governmental and civilian artificial limb shops.

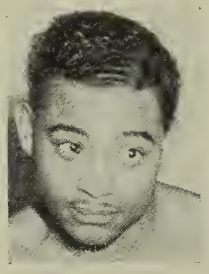
A special 10-day course was conducted by the staff of the Artificial Limb Department, Naval Hospital, Mare Island, Calif., and included use of new materials, methods and techniques in the manufacture of artificial limbs.

Eleven amputees from the San Francisco Bay area were selected as working models for the course that included the manufacture and fitting of artificial limbs employing the new "functional ankle" and "soft socket" for below knee amputees, and "functional hinges" and "suction sockets" for arm amputees.

Boxer Hits AAU Jackpot

Light-heavyweight slugger Dosons S. DeLopez Oliver, TN, USN, hit the jackpot in amateur boxing.

"King" Oliver, who is stationed at NAS Barbers Point, Oahu, T.H., entered the National AAU title meet as the Hawaiian representative in the 175-pound class and fought his way to the national amateur lightheavyweight crown. He scored four KOs in five fights.



Oliver, TN

Another Navy boxer, Ernest John Aguilar, AM2, USN, stationed at NAS Alameda, Calif., lost out in a title match by a close decision. Aguilar is the currently reigning All-Navy lightweight champion.

All-Navy Sports Rules

A handy, pocket-sized booklet, entitled, "All-Navy Sports Program —Policy and Rules" has been published by the Bureau of Naval Personnel.

The booklet contains the current rules on conducting competition in each of the 11 All-Navy sports; football, basketball, baseball, softball, golf, boxing, tennis, wrestling, shooting, swimming and bowling.

The publication will receive wide distribution to all Fleet and shore-based activities.

All-Navy Swimming, Diving

High-speed tankmen and top-flight divers will assemble at San Diego, Calif., during the week of 21 Aug 1949 for the All-Navy swimming and diving championship meet.

Each of the eight Navy sports groups will send a team of swimmers and divers to the meet. This team will consist of the group champion in each of the swimming and diving events.

Events in which contestants will compete are: 1,500 meters swim; 200 meters freestyle; 100 meters backstroke; 200 meters breaststroke; 400 meters freestyle; 100 meters freestyle; 800 meters freestyle; 300 meters individual medley swim; 300 meters medley relay; 800 meters freestyle relay and the 3 meters springboard dive.

All events will be held in a 50-meter outdoor swimming pool. Commands conducting lower-level eliminations have been instructed to insure that contestants swim the preliminary meets in pools of this size, or that other length pools are marked off with a rope finish at the designated length.

Eliminations will not be conducted at the group level for the 800 meters freestyle relay and 300 meters medley relay events. Commands conducting group eliminations will select three swimmers for the All-Navy 300 meters medley relay race and four swimmers for the 800 meters freestyle relay from among the participants in the group championship meets.

All officers and enlisted personnel on active duty in the Navy, Marine Corps and Coast Guard are eligible to participate. Additional details on conduct of the tournaments are contained in BuPers Circ. Ltr. 73-49 (NDB 30 Apr 1949).



FAST ACTION at first retires the runner as the Hellcats of NAS Alameda defeat RecSta San Francisco 13 to 2 on the Air Station's Boone Field.

All-Navy Softball

The two best softball teams in the Navy will tangle for the All-Navy championship the week beginning 4 Sept 1949.

Champion team of the Atlantic Area will serve as host for the All-Navy title series. A playoff between the top teams of the four eastern groups—South Central, Northeastern, Middle Atlantic and Atlantic Fleet—will determine the Atlantic Area champion team.

A similar playoff will take place in the Pacific Area between the champion t ams of the West Coast, Pacific Fleet, Hawaiian and Far East Groups. ComServPac will make arrangements for this elimination.

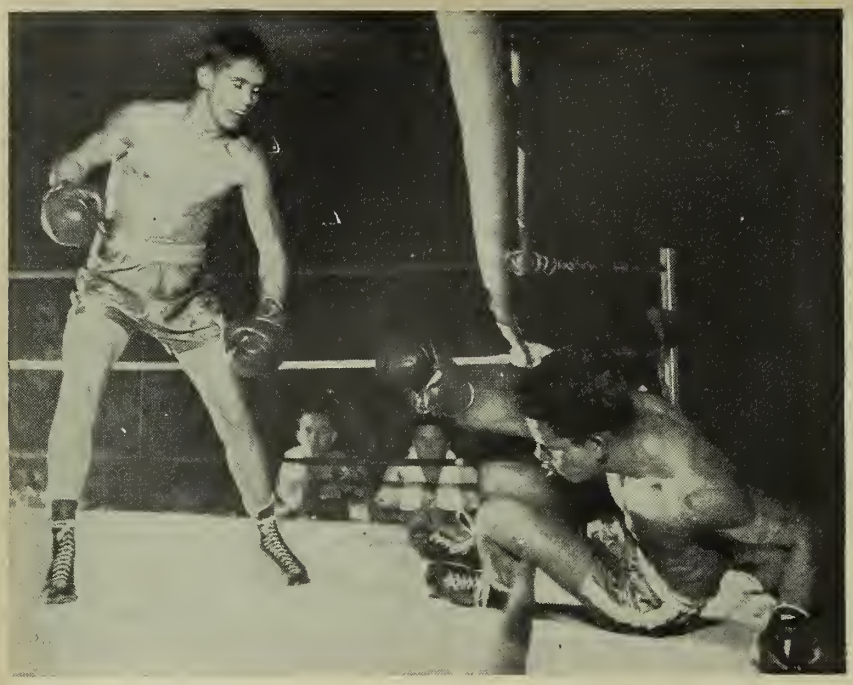
Augmentation of teams may begin after the district, area or type championship has been determined. All activities, either Fleet or shore-based, will be allowed to combine to form a softball team at the beginning of the season with other units located within the physical boundaries of the activities that provide recreational logistic support. However, combining will not be permitted at NAS Norfolk Va.; NAS San Diego, Calif.; NAS Patuxent River, Md.; and NAS Alameda. Calif. These air stations are considered to have sufficiently large allowances of both station and Fleet personnel to field two teams in softball.

Combined teams of Fleet and shore personnel will not be eligible to compete in Fleet eliminations, but must play in the shore-based eliminations.

The All-Navy softball championship will be decided on a best three out of five games basis. Additional details on this tournament are contained in BuPers Circ. Ltr. 65-49 (NDB. 30 Apr 1949).



GROUND BALL is slashed back through the pitcher's box by SSgt Ralph Russo, Quantico shortstop, in a game won by University of Michigan, 4 to 2.



DECKED!—Sam Williams slams Tony Prado through ropes during their All-Navy elimination bout at Bloch Arena, Pearl Harbor. Williams won on points.

All-Navy Tennis

The clay courts of the Naval Academy at Annapolis, Md., will again be the scene of the All-Navy tennis tournament. Top-seeded Navy net stars will gather there the week of 17 July 1949 for the championship matches.

Members of the 1948 Navy tennis team that played in (and won) the Inter-Service Tournament for the Leech Trophy will be considered as "seeded" players and will be eligible to compete in the 1949 All-Navy matches without participating in the lower-level eliminations. Eligible members of the 1948 team are: Captain William E. Howard, Jr., USN; Captain James M. Farrin, Jr., USN; Lieutenant Commander J. R. Behr, USN; Lieutenant Elston Wyatt, USN; Lieutenant Kendall K. Jones, USN; Ensign James H. Doyle, Jr., USN, and E. J. Serues, YNC, USN.

Each of the eight Navy sports groups may send a team to the All-Navy finals consisting of three singles players and one doubles team in addition to the seeded players named above. Eliminations will be held by each group to select a team.

The tournament will be conducted on a single elimination basis. Each match will be the best two out of three advantage sets. All officers and enlisted personnel on active duty in the Navy, Marine Corps and Coast Guard are eligible to participate in the tournament.

A team to represent the Navy in the Inter-Service Tennis Tournament will be selected from the winners of the All-Navy tournament. Additional details on conduct of the tournament and rules are contained in BuPers Circ. Ltr. 52-49 (NDB, 31 Mar 1949).

Coco Solo Beats *Orion*

Coming from behind late in the game, a heads-up Navy Coco Solo team won the Isthmian (Canal Zone) Navy baseball championship from USS *Orion* (AS 18) by a score of 6 to 5.

At the top of the ninth inning Navy Coco Solo trailed by a score of 5-0 behind *Orion*. Suddenly Coco Solo sluggers started finding their batting eye and when the dust settled the game was all tied up, 5-5. Both moundsmen tightened down and the score remained unchanged until Coco Solo came to bat in the first half of the 12th inning. Then a walk, an error and a long fly enabled the Coco Solo horsehiders to cross the plate with the winning run.

It was the second consecutive year the Navy Coco Solo has won the championship.—Charlie Claybourn, JOC, USN.

AAU Wrestling Champ

Lieutenant Charles S. Swift, USN, is the 1949 National AAU light-heavyweight (175-lb class) wrestling champion. Stationed at the U.S. Naval Postgraduate School, Annapolis, Md., he defeated the top amateur wrestlers in the nation to capture the title.

Other members of the Navy team that won honors in the National AAU meet were Ensign John A. Fletcher, USN, of NAPS Bainbridge, Md., runner-up in the welterweight (155-lb class), and Raymond J. Hamm, CPL, USMC, an All-Navy light-heavyweight champ who placed fourth in the AAU matches. Hamm is stationed at MCRD San Diego, Calif.



LT Swift

The Navy team placed third in team standings behind Iowa State Teachers College and Cornell College and ahead of Michigan State, Oklahoma A&M, Ithaca, Minnesota University and many others. The Navy squad won a total of 19 bouts and lost 20 matches in the tournament. Ensign Fletcher was chosen "best sportsman" in the tournament.

U.S. Sports Are Popular

Palau Island is reverberating with the accented echos of barefooted islanders yelling, "That's tapping the ole apple, Koko!", "Kill the umpire!" and other baseball terms familiar to Americans. The Navy is teaching the islanders how to play baseball, volley ball and other American athletic games.

As a step toward teaching the natives of the Western Caroline Islands the fundamentals of good sportsmanship and teamwork, Navy civil administrators introduced the more popular U.S. athletic games to the populace. Latest reports state the games are spreading like wildfire throughout the islands, with volley ball tops in popularity.

Recent steps have been taken by the Navy to organize groups of sandlotters into a supervised inter-island baseball league. Plans are underway to erect volley ball courts and baseball diamonds throughout the Palau District.

Augmentation Rules Changed

A new BuPers directive has revised the rules regarding augmentation of teams participating in the All-Navy sports program.

The revised augmentation rule reads as follows: "Augmentation is optional but teams may be augmented only from within the group entered at the beginning of the season. Augmentation may begin only after eliminations have established the winner on the district, area or type level. Teams cannot shift from one group to another during the season. A team will be augmented only at the discretion of the commanding officer of the sponsoring activity."

It should be noted that augmentation *begins* on the levels indicated, and that teams will also be permitted to augment after winning a group championship. The commanding officer of the activity sponsoring the winning team will make the decision as to whether the team will augment with players from other activities.

The revised rules, published in BuPers Circ. Ltr. 70-49 (NDB, 30 Apr 1949), will be included in a new BuPers publication, "All-Navy Sports Program—Policy and Rules" which is to be issued in the near future.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Tennis
Week of 17 July 1949
USNA, Annapolis, Md.



Golf
Period 10-13 Aug 1949
MCRD, Parris Island
South Carolina



Swimming
Week of 21 Aug 1949
San Diego, Calif.



Softball
Week of 4 Sept 1949
Atlantic Coast



Baseball
Week of 11 Sept 1949
West Coast or Hawaii



Football
Saturday, 10 Dec 1949
West Coast

SIDELINE STRATEGY

The Fleet is mobilizing its forces for an all-out battle for All-Navy sport titles. Since the war, display cases at shore stations have become lined with championship cups, while the Fleet's trophy cupboards are comparatively bare.

Sea-going athletes who once battled each other are likely to find they are all on the same team next season. "Shore stations exist for the purpose of serving the Fleet," said a Fleet command representative. "That service doesn't include beating our ears off in athletics. We intend doing something about it."

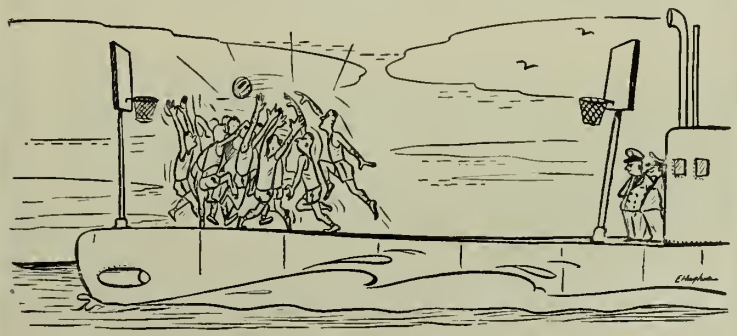
Opening salvo in that direction was fired when ComAirPac announced that one team would be formed from all Fleet Air personnel stationed on the West Coast to enter All-Navy competition. Individual Fleet Air activities can still enter a team under their own colors, but AirPac wants to be sure they have at least one talent-laden squad in the struggle carrying the ball for them.

The AirPac action has had the effect of causing other Fleet commands to rally around their own sports organizations and lay plans to counterattack the threat. The hubbub of activity by the Fleet has caused considerable nervousness in the camps of traditionally powerful shore commands. The West Coast Navy is buzzing with talk of the developments.

A second bombshell exploded in the form of newly revised rules on augmentation of teams. (See column 1 of this page.) With teams now permitted to pick up outstanding players from other commands after winning the district, area or type championship, as well as the group championship, better organized and more powerful teams will be fielded. There should also be stimulated within the district, type or area the desire for a team to retain the identity of that particular command rather than of a group of commands.

Most coaches agreed that augmenting at the group championship level alone was not much help. It was too late in the season to work a man into the lineup effectively. Under this setup it was hard for players coming from a dozen commands scattered over the group's huge area to develop a feeling of team spirit. The "do-or-die for dear ole Eli" attitude stands a better chance of survival under the new plan.

The coming season should set a new high in Navy sports competition in every respect. The caliber of teams should be improved, a greatly increased number of personnel should turn out on the playing field and enthusiasm and attendance at sports contests should break all records. And without being aware of it, physical fitness—the primary reason for having a sports program—will get a painless shot in the arm. Navy officials connected with the program can hardly be expected to repress a grin of satisfaction.—Earl Smith, PNC, USN, ALL HANDS Sports Editor.



'. . . the Fleet is mobilizing for an all-out battle . . .'

SERVICESCOPE

Brief news items about other branches of the armed services.

* * *

PEOPLE of the occupied countries are getting a look at one of the best shows of American manhood—sports of all kinds—in foreign stadiums and amphitheatres which the Army has taken over.

In Tokyo, the Army remodeled the 84-acre Meiji Shrine Park where the baseball stadium seats 60,000 and a swimming stadium has a capacity of 15,000. In addition, there are softball fields, tennis and badminton courts throughout the park. Another hall in downtown Tokyo seats 9,000 spectators who watch the troops at basketball, ice skating, roller skating, boxing, bowling and indoor tennis.

Another stadium in Yokohoma, named for Lou Gehrig, seats 10,000 for baseball and football events. The Army also has large sports arenas at Seoul, Korea, and Osaka, Japan.

In Germany, the Olympic Stadium—where Hitler once loved to cavort—rings with the enthusiasm of German spectators at Army events in baseball, track and field, soccer, football, tennis, swimming and many other sports.

Near Frankfort is Victory Stadium, another widely used arena. Troops on furlough travel to Garmisch-Partenkirchen, prominent for winter sports especially.

* * *

COURT-MARTIAL board appointed at USAF Base, Bolling Field, Anacostia, D.C., included several non-commissioned officers. Appointment of enlisted personnel to serve on courts was authorized by Public Law 759, which states when accused enlisted personnel request they will be tried by a court composed of at least one-third enlisted personnel. NCOs picked to serve on Bolling Field courts were selected on basis of character, judicial temperament, age and military record.

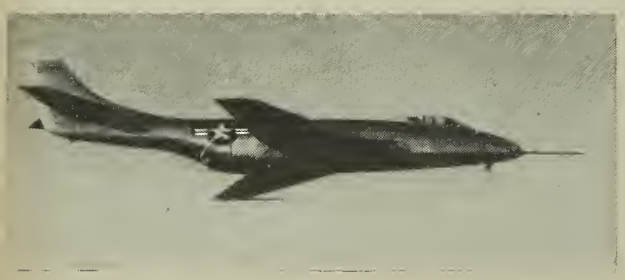
* * *

ONE OF THE MOST important of the Air Force's many runways is a tiny circular track on which no normal-size plane can land.

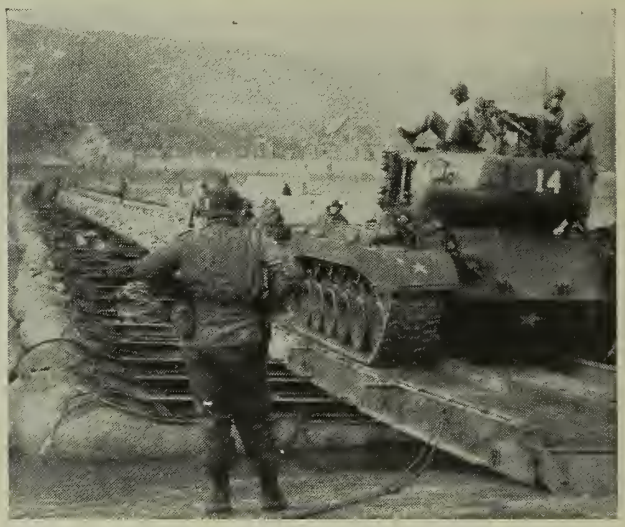
The catch is that the 400-foot diameter runway is used for research tests on model planes, saving the Air Force and the U. S. lots of dollars, planes and lives. Located at the Wright-Patterson base in Ohio, it is dwarfed by the main runway—10,000 feet of concrete forming one of the largest in the world.

From a pylon inside the circular runway, strong wires are attached to the plane models. Special controls enable a research operator outside the circle to "fly" the model while seated in a full-size cockpit complete with normal equipment.

A camera attached to the pylon cable photographs the model through all its maneuvers. Speeds up to 200 miles an hour are attained by models with reciprocating engines, but researchers estimate rockets and jet engine planes will reach velocities above the speed of sound. They're especially interested in what happens in the critical speed zone at the sonic barrier.



LANCE-LIKE penetration fighter, the USAF's XF-88 is currently undergoing flight test at AFB Muroc, Calif.



M-26 TANK rumbles across Rhine on bridge built by French and American engineer units on maneuvers.

* * *

SO TINY AS TO FIT easily into the palm of your hand is an 11-ounce two-way radio developed by the Army Signal Corps at their Fort Monmouth, N. J., laboratories.

The receiver-transmitter has a range of more than 200 yards and has a full set of equipment—three batteries, collapsible whip antenna, a built in speaker and microphone, and all the necessary internal radio parts.

Approximately the size of a cigarette package, the transceiver is perhaps the only one in the world which contains in one unit all the necessary parts including its own power supply.

Batteries last about 14 hours and, like other parts designed with the latest construction features, can be pulled out as easily as other familiar plug-in units employed in home electrical systems. Repair is as simple as replacing a blown out fuse in a house.

Although parts are so small that jewelry tools were used to assemble them, the Signal Corps says the tiny package can be "tropicalized"—made moisture-proof and fungus resistant.

* * *

LOW OCTANE GASOLINE will replace kerosene as fuel for Air Force and Navy jet aircraft.

Primary advantage in the switch to the new fuel, with an octane rating varying between 50 and 65, is that more of it can be derived from the same quantity of crude oil than the old type of kerosene. The cost would be approximately the same.

While present Navy aircraft are equipped for using the gasoline jet fuel and no modification is necessary,

fuel pumps and other items of Air Force jets will be changed.

Performance will not be greatly affected, except that high altitude flight will be slightly improved and cold weather starting somewhat easier.

* * *

FLYING A DISTANCE of approximately 3,750 miles in hops extending over 10 and a half days, a Coast Guard helicopter completed what is believed to be the longest unescorted helicopter ferry flight on record.

Route of the aircraft was from Elizabeth City, N. C., to Port Angeles, Wash., via San Diego, Calif. Total time in flight was 57.6 hours.

The first portion of the trip, from Elizabeth City to San Diego, a distance of approximately 2,480 miles, was completed after 37.8 hours in the air extending over six days.

The two-man crew installed no special equipment and made no preparations other than for an ordinary flight. A Coast Guard lieutenant was the pilot and an aviation machinist mate accompanied him in the craft.

The long-range flight, the Coast Guard said, "conclusively proves the potentialities of the helicopter to perform extended flights under its own power." No mechanical troubles were exprienced during the trip.

* * *

FIVE FORMER RESERVE pilots of the Navy and Marine Corps are on active duty in the Air Force, helping out in Berlin Airlift operations.

Captain Howard K. Hoover, First Lieutenant Joseph Gerrity and First Lieutenant R. J. DeSomer are former Navy pilots, and Captain Charles Schroder and First Lieutenant Donald Stack served as Marine Corps pilots during World War II.

During the first eight months of operations, the airlift carried more than a million tons of cargo into Berlin on 133,447 flights.

Recently improved radar technique helps land the heavy planes at intervals of three and a half minutes, even in poor visibility caused by rain or fog.

* * *

AN ARMY MEDICAL research unit has returned to Malaya to continue studies on an important drug preventive against typhus, typhoid and similar epidemic diseases.

"Development of Chloromycetin and its availability in large quantities may lead to drastic reduction of the frequency and fatality rate of epidemics throughout the world," the Army Medical Department pointed out.

During the spring of 1948, the Army Medical Department Scrub Typhus Research Unit made its first important findings in use of the drug at the Institute for Medical Research in Kuala Lumpur.



FUSELAGE of Air Force's F-80 *Shooting Star* comes apart to facilitate engine changes and maintenance.

Synthetic Chloromycetin, developed by a U. S. commercial concern, is being compared with the natural mold derivative, crystalline Chloromycetin, in the hope of answering several questions regarding its use.

Although typhus, typhoid and similar afflictions are not encountered in the U. S. except in minor form, in Europe and Asia various forms of typhus have been "seasonal, endemic and crushingly disastrous for thousands of years," the Army Medical Department said.

* * *

"SEEING EYE" DOGS might lose at least a little of their pre-eminence to a robot "electric eye" carried easily in a blind person's hand.

The newly developed sensory aid produced by the Army Signal Corps gives forth a cautioning sound or vibration if an object blocks the path of its light beam within a range of 15 feet. Intensity of the vibration increases as the object comes closer.

Warning is by sound in an ear attachment or by vibration of the handle on the device. A "bone conduction" hearing aid receiver is used, avoiding ear plugs which interfere with normal hearing. Light reflected back onto a photoelectric cell touches off the warning.

The Signal Corps pointed out that because of the fast movement of vehicles, the device would be of little use in helping blind persons cross streets.



JET POWER has been added to experimental version of USAF's giant B-36 in effort to improve its performance.

THE BULLETIN BOARD

Roundup of Proposed Legislation Affecting Naval Personnel

New proposals and revisions to the uniformed services pay bill for increased compensation have set Congress to recomputing net costs if the measure is passed.

The budget message submitted to Congress by the President earmarked $400.000.000 for the increased pay. but the bill which was introduced into the House of Representatives would cost $590.000.000 as originally submitted.

Hearings on the bills have resulted in many changes affecting total cost. Some of proposed plans under consideration are:

- The bill as presently under consideration by the House Armed Services Committee will cost $443.000.000 for increases in provisions for active duty pay. allowances. and special compensation for hazardous, arduous. foreign service and sea duty.
- If the tentative action of the sub-committee in making no changes in regard to present laws for involuntary and voluntary retirement is approved and suggested changes for retirement for physical disability are adopted. the net cost will be about $485.000.000.

Increases in Federal income taxes resulting from increases in pay would amount to about $70.000,000. Regarded as an offset to total cost—which. in effect. it would be—this figure would bring cost down to $415,-000.000.



'You're in for a big let-down.'

Together with the income taxes now being paid. the increase would bring the total Federal income taxes paid by service personnel to more than $200,-000.000.

Meanwhile, many other bills of interest to naval personnel were being introduced. reported by committee. or passed by Congress for action by the President. They are:

Convenient Housing—H.R. 4323: Introduced: to encourage construction of rental housing on or near military installations.

Commissary Privileges—H.R. 4333: Introduced; to permit widows of officers and enlisted men of the armed forces to purchase from Army and Navy commissaries.

Special Payments—H.R. 4355: Introduced; to provide for lump sum payments to certain Reserve officers assigned to duty as naval air navigators or naval air observers.

Disability Adjustments — S. 1655: Introduced; to equalize the rates of compensation payable for wartime and peacetime service-connected disabilities.

Dependents' Education — S. 1500: Introduced; to vest the Secretaries of the Army, Navy and Air Force with legal authority to provide for the primary and secondary education of dependents of military naval and civilian personnel of the federal government serving under their jurisdictions.

POW Subsistence — S. 1586: Introduced; to provide for the payment of subsistence allowances to members of the armed forces who were held captive by the enemy during World War II.

Tax Refunds—H.R. 4268: Introduced; granting additional time for filing claims for refunds of overpayments of income tax by members of the armed forces.

Allowance Substitute — H.R. 4299: Introduced; authorizing the payment of allowances in lieu of quarters or rations in kind to certain enlisted men.

Disabled Enlistees—H.R. 4248: Introduced; to permit partially disabled World War II veterans to reenlist in the armed forces of the U. S. for limited duty.

Enlisted Pilots —S. 1270, H.R. 3712: Passed Senate; to remove the requirement of 20 per cent enlisted pilots in peacetime.

Training Injuries — S. 213: Passed Senate; to provide benefits for members of Reserve components who suffer disability or death from injuries while engaged in training on active duty of less than 30 days.

Retroactive Checkage — S. 278: Passed and approved as Public Law 41; to prevent retroactive checkage of payments erroneously made to certain retired officers of the Naval Reserve.

Patent Extensions—H.R. 4071: Introduced; to provide for the extension of time limitations under which patents were issued in the case of persons who served in the military or naval forces of the United States during World War II.

CAA Trainees—H.R. 4092: Introduced; to authorize pay for persons who were subject to service in the Navy for training under the supervision of the Civil Aeronautics Administration.

Pay Advances—H.R. 4050: Introduced; to authorize advances in pay to personnel of the Army, Navy and Air Force upon permanent change of station.

Rules Covering Recreation Funds Listed in Directive

A new directive gives full and complete coverage of regulations concerning Navy recreation funds.

While not bringing about any important changes. BuPers Circ. Ltr. 68-49 (NDB. 30 Apr 1949) constitutes a thorough coverage of directives governing Navy recreation funds. Included is a list of commands authorized to establish command recreation funds. a form for monthly financial statement of local recreation fund and a form for monthly financial statement of command recreation fund.

Age Ceiling Is Raised For USNR Enlisted Men In Special Programs

The age ceiling for Naval Reserve enlisted men in special programs has been raised.

Formerly, enlisted personnel transferring from Class V-6 to the Organized Reserve assigned to special program units such as intelligence, public relations and naval transportation were subject to the same age ceiling as enlisted men in surface, submarine and air Organized Reserve units.

It was felt, however, that enlisted men in special programs would normally be assigned to shore duties in time of emergency and that the age limit could therefore be raised.

The new age limits for enlisted reservists, according to a BuPers Naval Reserve directive, are:

- Pay grade 1 and 1A—50.
- Pay grade 2—45.
- Pay grade 3—42.
- All other pay grades—39.

Age ceiling for enlisted personnel in surface, submarine and air units remains at 39.

Naval Reserve Recruits To Get Summer Training

Five two-week periods of training for Naval Reserve recruits are coming up this summer at NTC Great Lakes, Ill. The first class convenes on 12 June. This will be the first time in history that recruits in the peacetime Naval Reserve will receive the same training as Regular Navy recruits.

Reserve recruits from all parts of the huge 9th Naval District will receive condensed training at Great Lakes this summer. Each of the five classes will consist of approximately 400 recruits from Naval Reserve training centers.

According to the present plans of BuPers, the classes this year will all be on shore and will consist of 84 hours' instruction. Next year, if present plans materialize, the same Reservists will go back for one week of advanced shore training and a week of shipboard life underway on board naval craft in Lake Michigan.

Training will be wide in range this first year, divided between lectures and student participation work. Lectures will touch on naval customs and traditions, uniform regulations, naval discipline and justice, promotions, security and naval phraseology. Other training will consist of basic military drills and formations, seamanship, ordnance and gunnery, physical training, first aid and personal hygiene.

Reservists will continue to attend instruction periods at their hometown training centers, when they return from Great Lakes. The training at a Regular Navy training center is expected to be a valuable experience and an excellent opportunity for the Reserve recruit to prepare himself for advancement.

Recruits from organized surface units only will be eligible for this summer's training at Great Lakes. The Reservists will live the same as Regular Navy recruits in every respect while at the training center.

This Should Close All Door-Hatch Arguments

The guy who added the salt to the Navy's vocabulary has gone too far.

Bos'n's mates down through the years have prided themselves on their ability to rattle off the saltier words of the sea with an utter abandon.

Any real sailor, they say, knows that he walks on the "deck" . . . sleeps in a "bunk" . . . goes "below" on a "ladder" . . . scrubs down with a "swab" . . . and visits the "head" when the occasion calls.

But now a question has come up.



When any real sailor walks through his ship, from compartment to compartment, and from deck to deck, does he go through "hatches" or does he go through "doors"—or both?

Some say it is always "hatches." But is that adding too much salt? Different sources give different answers.

Sources like *Nomenclature of Naval Vessels, 1941*, say that a door is an access for personnel that goes through any bulkhead—that is, a vertical opening. A hatch, on the other hand, is an opening that allows persons to go below or topside—that is, a horizontal opening.

Other sources like *Bluejackets Manual, 1944*, narrow it down. They say that a door actually is the swinging part which is attached by hinges to the "door frame" which is in turn set in the bulkhead. A hatch, *BJM* continues, is a horizontal opening, all right, but it actually is the hole. Its top is a "hatch cover."

Another source, however, Knight's *Seamanship*, uses the two terms synonymously. Still another, *International Maritime Dictionary, 1948*, calls them all hatches.

BuShips, the authority on such things, strikes a compromise with this recorded wisdom.

A door, its experts say, (1) goes through a bulkhead (2) is used for personnel (3) is the swinging part or the whole thing, and (4) can be a watertight, airtight, spraytight panel or just plain door.

A hatch, on the other hand, (1) goes through a deck (2) can be used for personnel and/or cargo (3) is the whole thing (the swinging or movable part is the hatch cover and the opening is a hatchway), and (4) can be a booby, escape, cargo or just plain hatch.

So it's OK to say "door." You'll be as salty as the next fellow.

MarCorps Movie Will Portray Life of Typical Reservist

A motion picture, under production by the Marine Corps, will portray the lives of Marine Reservists both as citizens and as members of a typical MarCor Organized Reserve unit in an average American community.

Members of Company C, Fourth Infantry Battalion, Marine Corps Organized Reserve, will be featured in the movie to be filmed in Rockford, Ill., a city of about 100,000.

Filmed by a motion picture unit from Marine Corps Schools, Quantico, Va., the picture has the tentative title, "Pride of Main Street, U.S.A." Rockford was chosen because it represents an average-sized community supporting a Marine Corps Reserve unit.

SecDefense Proposes Single Medical Service for Navy, Army and Air Force

The Secretary of Defense has asked for study on the possibilities for a single medical service for the Army, Navy and Air Force. Meanwhile, several important steps in unification already have been taken in the medical services of the three branches.

Among the most important moves in coordination is the one concerning activities for detection, control, prevention and cure of disease. The new program for inter-service study and control of epidemics and contagious diseases has the following five basic aims:

- Improved health of the Armed Forces.
- Advancement of modern preventive medicine.
- Savings of personnel and funds.
- Joint use of certain facilities.
- Joint benefits of consultants in these fields.

The present Army Epidemiological Board will be expanded and renamed The Armed Forces Epidemiological Board. The board will serve the three branches of the Armed Forces. Likewise. The Army Institute of Pathology will be designated as The Armed Forces Institute of Pathology. Besides serving the Navy, Army and Air Force, the institute will be utilized by the Veterans Administration. In addition, it will cooperate with other Federal medical services and with the civilian medical, dental and veterinary professions.

In another move, the Secretary of Defense approved a plan which will concentrate highly specialized medical talent at joint diagnostic and treatment centers. This coordination promises more efficient treatment of certain types of diseases, and economy in the use of medical personnel.

The Secretary's memorandum directed that:

- Certain existing Army and Navy hospitals be selected as specialized diagnostic and treatment centers for all branches of the Armed Forces.
- Hospitals utilized regularly by two or more of the Armed Forces be staffed jointly by medical personnel from all the participating military departments.
- Civilian consultants be utilized jointly or reciprocally by hospitals in the same general area, regardless of the branch or branches by which the hospitals are operated.
- There be coordinated and reciprocal utilization of outstanding medical specialists who are members of the Armed Forces.

According to recommendations, joint diagnostic and treatment centers will continue to provide general hospital service for their particular areas. The Secretary recommended, too, that joint diagnostic and treatment centers be set up for only a small number of medical fields at the present. Suggested fields include tuberculosis, psychotic and neuropsychiatric diseases and conditions, cancers and associated conditions, plastic surgery and neurosurgery, amputation rehabilitation, and prosthetics.

Bulletins published by the medical departments of the Armed Forces also will be combined to some extent. In particular, it was recommended that "The Bulletin of the U.S. Army Medical Departments " be combined with the "U.S. Naval Medical Bulletin." The combined publication would be called the "Armed Forces Medical Bulletin," and would have a joint editorial staff. It would go to medical personnel in all three branches of the Armed Forces.

Aeromedical training on a joint basis for the Navy and Air Force is another planned move in consolidation of medical services. In a memorandum to the secretaries of the Navy and Air Force, the Secretary of Defense took the following action:

- Approved in principle an aeromedical center to meet the needs of both services. He directed, however, that further study be made to determine whether the center should be operated by the Air Force alone or by the Air Force and Navy.
- Directed that courses for training flight nurses for the Navy and Air Force be consolidated. Such training will be given by the Air Force School of Aviation Medicine at Randolph Air Force Base, which is in Texas.
- Directed that the Air Force adopt the Navy plan for training air evacuation technicians, flight surgeons' assistants and enlisted technical personnel. Under the Navy plan, all these types of training are combined in one course.

Until planning is completed for a joint aeromedical center, courses given at the Air Force School of Aviation Medicine and the Naval School of Aviation Medicine, Pensacola, Fla., will continue as before.

Coordination of research and de-

Doctors and Dentists Reply To Plea by SecDefense

More than 1,600 civilian doctors and dentists have sent telegrams in reply to personal letters from the Secretary of Defense which were sent them as an appeal to volunteer for a tour of duty in one of the armed forces. More than 150 of the group pledged their services to one of the armed services for the coming year.

Fifteen thousand young physicians and dentists were deferred from active duty in World War II to complete their educations. Of this number, many received government assistance in support of their schooling. The Armed Forces are urging qualified young men of the two professions to repay the nation with a two-year tour of duty. The services will lack 1,600 physicians and 1,160 dentists by the end of the present fiscal year.

Ex-Navy LST Ends Search For War Dead in SoPac

An ex-Navy LST, now an Army graves registration ship, has returned to Honolulu from the South Pacific with her last consignment of war dead.

The ship, LST 711, had 120 American war dead aboard when she arrived at Honolulu. She had spent 10 months in her search for bodies of men missing in action in the south sea islands. Her cruise of more than 25,000 miles took the LST to the Solomons, Fijis, New Hebrides, New Zealand, Samoa, Phoenix, Tasmania and Australia. Ninety-six stops were made in all.

Completion of LST 711's cruise ended the general search for war dead in the South Pacific. LST 711 was removed from the Navy's register of vessels late in 1946.

velopmental activities and planning in the Navy and Air Force also is planned. The Secretary of Defense said that each service should encourage independent approach to its individual problems but that joint action should be taken wherever feasible. He asked that mutual exchange of information and coordination of aviation medicine research be expanded through every possible means. Exchange of personnel was suggested as a particularly valuable method.

The Secretary directed that physical standards be made identical for flight training in both the Air Force and Navy. Psychological selection and classification tests will not be made identical at the present time. New requirements for flight surgeons were laid down, and recommendations were approved, giving for planning purposes the ideal qualifications, schooling and experience requirements for flight surgeons.

Navy Veterans Have Not Taken Full Advantage of GI Bill

Most Navy veterans have not taken full advantage of their educational, training and rehabilitation benefits, the Veterans Administration says.

Ninety-eight out of every 100 World War II veterans who have entered schools, shops and hospitals under the program, can get more of the same if they wish.

But the deadline is drawing near. Veterans eligible under the GI Bill (Public Law 346) must start their training within four years from their date of discharge, or by 25 July 1951, whichever is later. They must complete their training by 25 July 1956.

Veterans who enlisted under the Armed Forces Voluntary Recruitment Act between 6 Oct 1945 and 5 Oct 1946, however, are allowed four years from the end of such enlistment to enter training and nine years from that date to complete it.

Although 60 percent of those eligible have applied for benefits since the war's end, only a fraction have exhausted their entitlement under Public Law 346 or Public Law 16 (for the disabled).

The VA warns all veterans about to enter training to check with the VA first to be sure that the school or business firm with which they intend to train has been approved for G.I. training.

WAY BACK WHEN



Wardroom

On board British ships of the 18th century there was a compartment called the wardrobe, used for storage of valuable articles taken as prizes.

The officer's staterooms were nearby and when the wardrobe was empty, particularly on cruises out, the officers met there for lounging and meals. In time the compartment was used entirely as an officers' messroom and the name was changed to wardroom.

Such was the designation of the commissioned officers' quarters when the U.S. Navy came into being.

1,800 Applicants Are Selected For 4-Year NROTC Training

The names of 1,800 successful applicants for a four-year college education under NROTC provisions have been released by BuPers. This group is composed entirely of civilians. An additional 200 men to be selected from the Fleet will be ordered to preparatory school soon and final selection will be announced in August 1949.

Besides the 1,800 selectees, there are approximately 450 applicants named as "alternates" to fill vacancies created by voluntary withdrawals of selected "principals." All principals and alternates are being notified individually by letter.

The 200 Navy applicants will attend the Naval School, Academy and Preparatory, Bainbridge, Md., before final selection of Navy candidates is made.

For requirements and benefits of the NROTC college scholarship program, see ALL HANDS, November 1948, p. 40.

21 More Boards, Committees Abolished by SecDefense Following Staff Group Study

Twenty-one more boards and committees have been struck from the list by Secretary of Defense Louis Johnson.

The boards and committees have completed their work or will have their functions assigned to other departments or individuals.

Following recommendations made to him by a special staff group investigating administrative matters, SecDefense eliminated seven interdepartmental boards and 14 committees of the National Military Establishment.

Interdepartmental groups abolished are: Joint Army-Navy Committee for Study of Palletization of Supplies, Joint Advisory Board on American Republics, Joint Committee to Consider Common Utilization of Facilities and Functions, Interdepartmental Committee on Postal Affairs, Joint Army-Navy Machine Tool Committee, Interservice ROTC Committee and Radio Frequency Cable Coordinating Committee.

The special staff group is continuing its study of the NME committee system and will make further recommendations to SecDefense in the future.

6,600 Reservists to Get Training During Cruises

Billets for 600 officers and 6,000 enlisted men are available for Reserve training cruises in the Atlantic and Pacific in June.

Ten cruises will leave Atlantic and Gulf ports during the month. Three will depart from Pacific ports.

Reservists will be given training on all types of naval vessels from the giant *Midway*-class carriers to small amphibious craft. They will receive 14 days' active duty pay plus allowances.

The June cruise schedule and quota lists have been sent to naval districts for assignment of personnel.

More than 8,300 officers and men of the Reserve took advantage of 15 cruises from ports on both coasts during May. Another 1,800 officers and enlisted men took part in three cruises during the last half of April.

Navy 'Farms Out' Officer-Interns To Civilian Hospitals for Training During Next Year

The Navy will "farm out" 300 officer-interns to civilian hospitals for training during the year ending 30 June 1950.

The officers—commissioned as lieutenants junior grade in the Medical Corps—will be drawn from fourth-year medical school students and medical school graduates. They are being offered one year's interning with the Navy in return for two years' active service in the Corps after their intern training.

The Medical Corps also has a training program for interns in its own naval hospitals for the coming fiscal year which will bring into the Corps 200 more Reserve officers. Quotas under the naval hospital program already have been filled.

Candidates for the civilian hospital training program must be graduates of (or enrolled in the fourth year class) of a medical school approved by the Council on Medical Education and Hospitals of the American Medical Association. They must meet all other requirements for initial appointment in the Medical Corps, Naval Reserve.

Candidates must have contracted for a rotating internship of 12 months' duration (for the 1949-50 training year) in a civilian hospital or medical center approved for intern training by the AMA Council.

Applicants scheduled to pursue "straight internships" and internships of more than 12 months will be ineligible for the new program. The latter year of a 24-month rotating internship will be acceptable in a case where a candidate is already in intern training.

Applications should be filed through the Office of Naval Procurement nearest the candidate's place of residence. Applications will be forwarded to BuPers and thence to BuMed for determination of the candidate's physical and professional quilifications by a selection board.

All candidates will be notified of their selection or non-selection. Selected candidates will be issued an appointment in the grade lieutenant junior grade, and orders to active duty at the institution with which they have contracted on or about the date of commencement of internship.

He's a Walking Example Of Service Unification

Marine Pvt. William M. Hanly is a walking example of service unification.

He has served in the Army, Navy and Marine Corps.

Hanly served three years in the Army during the war, 18 months of which were spent with the Eighth Air Force in Manchester, England.

Six months after his discharge in 1945, he enlisted in the Navy and was assigned to USS *St. Paul*. He saw duty in Pearl Harbor, China and Japan and was discharged in April 1948.

To round out his service experience, Hanly enlisted in the Marines in 1949.

Marine Aircraft Will Transport 12,700 Reservists by Air During Maneuvers This Summer

Approximately 12,700 ground troops of the Organized Marine Reserve will move to and from training camps this summer by Marine Corps aircraft.

Air transportation to and from training camps for Marine Reserve ground troops will be used for the first time this summer. The purpose of using planes for moving Marine Reserves is to provide indoctrination in air transport and to increase the number of training days without increasing the period of absence from home. All travel will not be by air lift, however. Organizations not being transported by air will travel by ship, rail, motor vehicles or a combination of the three.

Planes will be used in most cases to transport units from inland cities which are a long way from training locations. The units will fly only one way of the round trips. By flying certain units to camp and others home from camp, the marines expect to reduce travel time uniformly.

Equipment belonging to the Reserve units also will be transported to or from camp by air in many cases. Included will be individual arms and equipment, light crew-served weapons, office, medical, athletic and recreational equipment, photographic equipment and supplies, fire control equipment and band instruments. Vehicles will go by surface transportation.

Organized Marine Reserve units mobilize for a two-week training period each year. They are trained at posts of the regular Marine Corps. About 28,000 marines are expected to engage in active duty training this year.

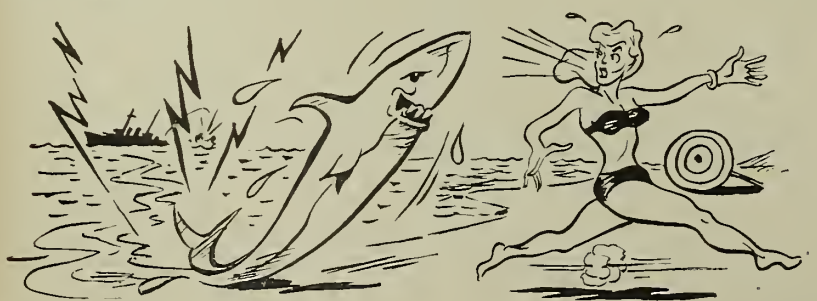
Depth Charges Make Shark Jump Out of Water

A demonstration of Navy depth charges had some unforeseen effects in Tampico, Mexico.

Shock waves transmitted through the water by the charges dropped from the destroyer USS *John W. Weeks* (DD 701) frightened a shark, causing him to jump up on Miramar Beach near Tampico and bite an unsuspecting bather.

Other bathers grabbed sticks and clubs to beat the shark senseless before it could slither back into the water. The injured man was taken to the hospital—probably muttering to himself over fate's fickleness.

John W. Weeks, six miles off shore, had been demonstrating her depth charges and guns for Mexican officials.



Persons Who Passed Exams For Pay Grade 1-A to Be On Special Waiting List

Many persons who took the examination on 1 Dec 1948 for advancement to CPO (acting appointment) or to chief steward (acting appointment) and did not find their names on the list enclosed with BuPers Circ. Ltr. 64-49 (NDB, 15 Apr 1949), passed the examination but did not have a high enough final multiple within rating to "make the list."

A separate waiting list covering these persons will be published in a later circular letter, arranged in strict order of multiple computation in each rating. If it becomes possible for the Bureau to advance personnel to pay-grade 1-A in addition to those on the list in Circ. Ltr. 64-49, and if it becomes so possible before a new examination is held, authorization will be issued in numerical order from the new waiting list.

Those whose names do not appear on either of the lists either failed the military requirement examination or the professional examination or, where practical tests were given, failed one or more of the practical tests. No list of candidates who failed the examination will be published.

The Bureau's plans are not yet final for competitive service-wide examinations for CPO (acting appointment) and chief steward (acting appointment) for this year. It is anticipated that examinations will be held on or about 1 Dec 1949. Prospective candidates should prepare themselves for these examinations with that date in mind. Definite plans similar to those for the examinations of 1 Dec 1948 will be published later.

Personnel who are on the waiting list on the date when the 1949 examinations are held will be required to re-compete on that date.

Circ. Ltr. 64-49 gives administrative instructions for the actual advancement of personnel who appeared on the original list—enclosure (A) to that letter.

Marine Corps Picks 45 For LDO Commissions

The Marine Corps announced the selection and appointment of 45 officers and enlisted men to permanent commissions in the regular Corps. The new officers will perform limited duty in technical fields.

Appointed by the President, nine officers were named majors, five captains and 31 first and second lieutenants. Eight of the new officers were enlisted men before getting their appointments.

Navy Has Assigned 285 Ships To Pacific, 409 to Atlantic

The Navy has assigned 285 ships to the Pacific and 409 to the Atlantic for the year ending 30 June 1950. An additional 37 ships of the Naval Transportation Service are assigned to both oceans.

The summary by types:

Type	*Atlantic*	*Pacific*
CVB and CV	6	2
CVL and CVE	8	3
BB	1	0
CA, CL and CLAA	12	6
DD and DE types	117	53
SS	48	32
Amphib craft	56	28
Mine and patrol craft	61	38
Auxiliaries	100	123

2,875 Line LTJGs Approved For Promotion by President Following Selection Board OKs

Promotion of 2,875 unrestricted line lieutenants (junior grade) to the rank of lieutenant has been approved by the President. The officers previously had been recommended for promotion by a selection board.

Also selected for promotion to lieutenant and approved by the President were 15 EDO lieutenants (junior grade), eight AEDOs, 30 SDOs, five LDOs, and 50 Waves. Women officers named will be due for promotion on 1 July. Designated officers are eligible or will be prior to 1 July, according to BuPers Circ. Ltr. 56-49 (NDB, 31 Mar 1949).

The letter calls on COs to direct all officers eligible by 1 July to comply with current instructions and to complete physical examinations by 1 June. Professional examinations for all officers named who hold permanent commissions in the regular Navy above commissioned warrant rank will be held early in June.

Officers junior to those designated in the letter will be given physical examinations near the close of 1949. About that time, Circ. Ltr. 56-49 states, they will become eligible for promotion when notified individually or by circular letter.

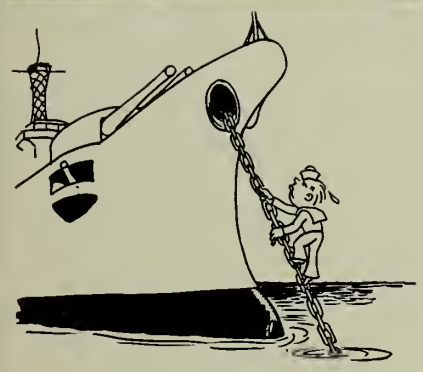
Marine Air Reserve to Have Six New Organized Units

Six new organized Marine Air Reserve units are being formed and are expected to be in existence by 1 July. The new units are to be three fighter squadrons and three supporting air detachments.

The new squadrons will fly F4U Corsairs. Personnel of each will consist of an authorized 40 pilots, 10 aviation ground officers and 145 enlisted personnel. Designations of the new units will be the same as those of certain wartime Marine squadrons which were decommissioned. The three fighter squadrons will be designated VMF-113, VMF-441 and VMF-541. The other three units will support the fighter squadrons.

The new units will be located at naval air stations in Birmingham, Ala., Niagara Falls, N.Y., and Lincoln, Neb.

WHAT'S IN A NAME



Hawsehole

The term "hawsehole" originated from the fact that holes in which an anchor could be raised or lowered were placed in the hawse (or forward) part of the ship.

It was an old Asiatic custom to paint or carve eyes on the bows of ships. These eyes were supposed to help them navigate about the sea. In some parts of China this custom is still practiced. It was from this archaic custom that the idea for holes came into existence.

"To come in at (or through) the hawsehole" means that a person is salty and began his nautical career before the mast

Relief from Pain and Disability Promised by New Surgical Techniques

One of the many tragic features of war's aftermath is the plight of the army of the disabled, veterans and civilians alike, whose shattered limbs serve as grim reminder of the efficiency of modern machines of destruction.

Research of two New York physicians sponsored by the Office of Naval Research gives promise of relieving pain and disability through use of new techniques in the field of surgery. Encouraging results are being attained by Drs. Stephen S. Hudack and Thomas I. Hoen—both former Navy Reserve medical officers—at the Columbia Presbyterian Medical Center and the New York Medical College respectively.

Dr. Hudack's specialty is the replacement of damaged joints, whether smashed in warfare or disintegrated by tumor, arthritis or other bone disease, by means of stainless steel and plastic.

When a joint such as the head of the femur—the large bone of the upper leg—is crippled, difficulty of repair in the past has arisen because of the delicacy of the ball and socket connection between femur and pelvis at the hip. Conventional surgical treatment, when attempted, has been to saw off the upper femur and attach, by means of a bolt, an artificial head of metal or plastic. But resorption of the bone—the drawing away of living tissue from the bolt and head—has rendered the new joint insecure and hence unsatisfactory.

The radically new feature of Dr. Hudack's treatment is the method of attachment of joint to bone. First, a lucite ball is fixed atop a stainless steel shaft which is flanked by two prongs. This gadget is custom built by Dr. Hudack himself, a master machinist, who thus far has made all balls and shafts for operation on humans.

During an operation, the femur is sawed off and the shaft forced down into the marrow cavity of the bone like a sword in its sheath. The prongs spring apart with sufficient pressure to hold the shaft in place, and a further safeguard is provided by perforations in shaft and prongs through which, it is hoped, bone tissue will grow so as to supply increased anchorage. (Difficulty: only surgical investigation such as an autopsy will determine whether bone tissue will actually behave in this fashion; X-ray observation doesn't provide an answer.) Then muscles and ligaments are tied to the plastic.

Latest success is with a Navy veteran who was discharged with an injured and diseased elbow. With a shaft in the humerus—the big bone of the upper arm—this man late in January was able to write, shave and scratch his head with his right hand for the first time in a year. He plays Ping Pong too.

This was the surgeon's first attempt



. . . it's a secret to all but No. 311 . . .

Navy Releases Atomic Bomb Survivor to Zoo

The Navy is now minus one 600-pound Poland China hog. The world's walking supply of pork was not decreased through the Navy's loss, however, for the National Zoological Park, Washington, D. C., is one hog to the good—the same ex-Navy hog. Here are the details:

On 1 July 1946, this particular hog—then a young 50-pounder—was locked in a washroom aboard the former Japanese light cruiser *Sakawa*. To make sure that she would be recognized if ever seen again, she was wearing an ear-tag with the number 311 stamped on it. There was a terrible roar as the atomic bomb exploded, and what occurred aboard the light cruiser *Sakawa* is a secret to all but No. 311. All that is known is that the cruiser went down while No. 311 somehow managed to stay up.

She was found swimming in the radioactive lagoon some hours after the blast.

Placed under scientific observation after her rescue, No. 311 was observed to become nervous and irritable. Too, her blood cell count dropped noticeably within a few days. Within a month, however, the noticeable effects of radiation had disappeared entirely.

Nevertheless, No. 311 was shipped to the Naval Medical Research Institute, Bethesda, Md., for further observation. There she was allowed to live a normal life. While doing that, she increased her weight to 600 pounds. No. 311's only evidence of abnormality, scientists say, is her failure to bear any offspring so far. They point out in their cautious scientific way that this condition was not necessarily caused by radiation. If it had been, they say, the radiation probably would have killed her.

Meanwhile, Pig No. 311 grunts away her days in the Washington zoo, of no further value to the Navy until the day she dies. When that happens, the Medical Department wants her back for an autopsy.

at replacement of the complicated human elbow joint. Eight operations on hips and one on a shoulder have been tried, all apparently successful.

Another project of Dr. Hudack's is the development of a material for surgical replacement or repair of the fascia—the thin sheet or layer of tissue which does such important jobs as, for instance, holding your abdominal organs together. What he wants is a substance which can be sewed into torn fascia so that regrowth of the body tissue can take place around and through the artificial covering.

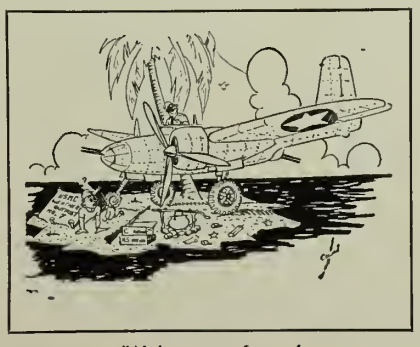
Just what substance, however, is a sticker. Nylon, for example, works fine in some animals but gives a "foreign-body reaction" in others. Foreign-body reaction, often a bug-bear of surgeons, results from the natural tendency of an animal's physiological system to wall off an inorganic intruder—say, a bullet imbedded in a muscle—by means of fluid and membrane. One of the encouraging features of the stainless steel shaft in joint surgery, incidentally, is that resorption—itself an aspect of foreign-body reaction—does not take place. Instead, bone tissue actually grows up around the shaft.

The explorations of Dr. Hoen have been in neuro-surgery—the treatment of injured nerves. When an injury such as a shrapnel wound damages, cuts or tears out a section of the pinkish-white nerve cables that act as the body's communication system, all sorts of annoyances and worse can result. There may be loss of sensation or function or both. Or the injured man may be subject to the constant searing pain of causalgia.

When a separation occurs, surgery attempts to splice the nerve ends. If the gap is large, experiments have been conducted in stretching the peripheral end of the nerve—the end nearest the body extremity. This hasn't worked too well. Dr. Hoen's aim is to stretch the central end—that nearest the spinal cord and brain.

The problem here is, how completely will regeneration (renewed feeling and activity) take place in the peripheral end of the damaged nerve channel? By exerting constant tension on the central nerve end, Dr. Hoen has been able to more than double the length of the neural cable, and electrical impulse tests demonstrate that the elongated portion conducts sensation. A few human cases already have shown functional regeneration, but insufficient time has elapsed to determine whether the technique will be uniformly successful.

Success in ONR's projects of this sort—they're part of a series of studies on replacement and repair of damaged body tissue—frequently is achieved slowly, with a maximum of effort and sometimes with disappointingly meager results. But the reward is that every month crippled veterans in apparently hopeless straits will be able to leave hospital beds under their own power—to walk away from them—permanently.



'We're out of gas.'

Sound Off When You Like, But Watch Security

All hands have been cautioned about the continued need for military security.

The Navy firmly believes that as much as safely can be told the public should be told.

There is much military information, however, that were it told would immeasurably aid a potential enemy. For this reason, there must be a rule drawing a line between the tellable and the untellable.

This rule (Navy Regulations, Art. 1252) has been reviewed in Alnav 40-49 (NDB, 15 Apr 1949).

No member of the naval service, Art. 1252 states, may give any information that might be of possible assistance to a foreign power.

He is forbidden to repeat any information found in an official publication or in official records to a person who is not a member of the National Military Establishment.

He cannot make a speech or write an article that is "prejudicial to the interests of the United States."

He cannot, moreover, gather and release any information from the service which might be used to support a claim against the U. S.

But these restrictions don't mean that a Navy man is tongue-tied. He can publish articles on a wide range of subjects including professional, political or international topics. But he must clearly state at the beginning of each article that his views are his own and not those of the Department or the naval service at large.

Except for purposes of military security, no one wants to curb a Navy man's right to sound off when he likes on any subject he desires.

Alnav 40 stresses in addition that it continues to be the official policy of the Department not to compare its performance figures with performance figures of the Army, Air Force or any other service.

Trying to prove to a buddy in one of the other services that the Navy is tops can only lead to a battle of words and doesn't do national security any good.

Waves on Duty in England; More to Be Assigned Soon

Three Wave officers are now on permanent duty in London, in the first instance of Waves on permanent duty in England.

The Wave officers reported for duty at the headquarters of Commander in Chief, U.S. Naval Forces, Eastern Atlantic and Mediterranean. From that office are directed the operations of all U.S. Naval units in the United Kingdom, Europe and the Middle East.

Names of the three Waves in the group are: Lieutenant Helen W. Lawrence, USN, Lieutenant Virginia Lee Gilmer, USN, and Lieutenant (junior grade) Sybil M. Space, USN. It is planned that 30 enlisted women will be assigned to the same activity in London, where they will perform duties in communications and administration. Captain Joy Bright Hancock, USN, director of the women's division in the Regular Navy, is in London at this writing. Captain Hancock is assisting in arrangements for the enlisted women's arrival, which is planned for July or August.

Here's a Handy Summary of Basic Items of the Approved Navy Uniform

The Navy uniform has changed a good bit down through the years and it is still changing.

In Revolutionary days, bluejackets wore their neckerchiefs tied in front and hanging loosely in the back to protect the uniform from the tar that they used to braid their hair into a queue that hung down the back of the neck.

Since tar is no longer fashionable, the neckerchief today is more an ornamental part of the uniform. Other changes have been made in the uniform to fit it to the changing needs of the men and women of the fleet.

The birth of naval aviation meant the addition of the green uniform for air personnel. The acceptance of women in the service meant a whole raft of new uniforms. Even now, plans have been approved that will provide enlisted men with conventional trousers and remove the buttoned cuff from the dress blue jumper.

Five changes alone have been made in the last two years to U. S. Navy Uniform Regulations (1947) to keep uniform requirements abreast of the times. In this article you find a handy summary of the current basic items of the approved uniform and how they should be worn.

Male Uniform

Officer

Service Dress Blue A—Blue coat, blue trousers, black belt, combination cap with blue cap cover, white shirt, black necktie, black shoes, black socks and gray gloves, if worn. Blue flannel shirt may be worn on ships and stations in cold weather when senior officer present prescribes it.

Service Dress Blue B—Blue coat, blue trousers, black belt, combination cap with white cap cover, white shirt, black necktie, black shoes, black socks and gray gloves, if worn.

Service Dress Blue C—Blue coat, white trousers, white belt, combination cap with white cap cover, white shirt, black tie, white shoes, white socks and white gloves, if worn.

Service Dress Blue D—Blue coat, blue trousers, black belt, combination cap with blue cap cover, conventional white shirt with turn-down collar, black bow tie, black shoes, black socks and gray gloves, if worn.

Service Dress Blue E—Same as Service Dress Blue D except for white instead of blue cap cover.

Dress White—White, single-breasted, high neck coat, white trousers, white belt, combination cap with white cap cover, no shirt, no necktie, white shoes and white socks. White gloves on appropriate occasions or as prescribed.

The blue overcoat or blue raincoat may be worn with any of the above uniforms, if prescribed and when appropriate.

Service Dress Khaki—Khaki coat, khaki trousers, khaki belt, combination cap with khaki cap cover or garrison cap (unless combination cap is prescribed), khaki shirt, black necktie, brown shoes and brown or khaki socks.

Tan gloves may be worn on appropriate occasions or may be prescribed. This uniform must be of tropical worsted, gabardine, Palm Beach, or similar material.

The khaki coat may be removed indoors and the SOP may authorize removal of coat entirely. The blue or khaki raincoat may be worn in bad weather. Note: The working gray uniform, common during the war and now in limited use, will go out of use 15 Oct 1949.

Aviation Winter Working—Green coat, green trousers, khaki belt, combination cap with green cap cover or garrison cap (unless combination cap is prescribed), khaki shirt, black tie, brown shoes and brown or khaki socks. Tan or brown gloves may be worn on appropriate occasions or may be prescribed. The aviation winter working overcoat may be worn with this uniform alone.

Working Khaki—Cotton khaki trousers, cotton khaki shirt, black tie, khaki belt, combination cap with khaki cap cover or cotton khaki garrison cap, brown shoes and brown or tan socks.

Tropical White—White shorts, white tropical shirt (short-sleeved), combination cap, with white cap cover or white helmet, white shoes and white socks.

Tropical Khaki—Khaki shorts, khaki tropical shirt, combination cap with khaki cap cover or khaki helmet, brown shoes and khaki socks.

Dungarees—Blue chambray shirt and dungaree trousers, black belt,

Famed CO Once Offered Hat As Incentive to Reenlistment

A Navy man could puff out his chest with pride in 1797 if he could claim a beaver hat as part of his uniform.

As an incentive to reenlistment, Captain Thomas Truxton of the USS *Constellation* offered his men "a beaver hat and a black silk handkerchief, two month's advance pay and two week's liberty ashore" if they would sign over for another year.

Whether it was the beaver hat that did the trick we don't know, but the ship's carpenter records in his diary that the "greater part" of the crew shipped over.

EM Uniform in the Early Navy a Colorful Affair

The enlisted men's uniform seems to have come in for little attention in the early Navy.

A Navy Regulation of 1802 instructed ship's pursers buying clothes for the men in foreign ports to "procure them of the kind prescribed for the Navy." But nowhere have historians been able to discover exactly what *was* prescribed.

Ship captains often had their own ideas of what their men should wear. Captain Edward Preble USN, of the USS *Constitution*, ordered each enlisted man on his ship to buy two jackets, four shirts, two pairs of stockings, one hat and cap, two pairs of gloves, two waistcoats, two pairs of blue trousers, two pairs of white trousers, two black silk "handkerchiefs" or "neck cloths" and two pairs of drawers.

A standard enlisted man's uniform is first found in a Navy Reg of 1818.

Sailors in that day were to sport a blue jacket and blue trousers, red vest, yellow buttons and a black, tarred, straw hat with the name of their ship lettered prominently on the hat band!

black shoes and black socks. A dungaree jumper may be worn over the shirt.

Service ribbons are to be worn with all officer-type uniforms except Working Khaki and Tropicals.

Chief Petty Officers And Stewards

The uniforms for chief petty officers and stewards are similar to those for the male commissioned officer. Chiefs, however, can wear blue woolen as well as gray gloves with Service Dress Blue A, B, D and E, and blue woolen gloves with the aviation winter working uniform.

CPO pilots are required to have the aviation winter working uniform; other CPOs on aviation duty are not. A chief's white uniform has a conventional, double-breasted coat—and he wears a white shirt and black tie with it.

Stewards may wear Service Dress Blue A, B and C, Dress White, Service Dress Khaki, Working Khaki, Tropical White and Khaki and Dungarees. The white coat is similar to that worn by Chiefs.

Enlisted Personnel (Other Than CPOs and Stewards)

Dress Blue A—Dress blue jumper, blue trousers, blue hat, neckerchief, black shoes, black socks and blue woolen gloves, if prescribed.

Dress Blue B—Same as Dress Blue A with white hat.

Undress Blue A—Undress blue jumper, blue trousers, blue hat, no neckerchief (except in special cases), black shoes, black socks and blue woolen gloves, if prescribed.

Undress Blue B—Same as Undress Blue A with white hat.

Undress White A—Undress white jumper, white trousers, white belt, white hat, white or natural color socks and black shoes.

Undress White B—Same as Undress White A but without jumper.

Tropical White—White shorts (with skivvie shirt), white cap or helmet, black shoes and white socks.

Tropical Khaki—Khaki shorts (with skivvie shirt), white cap or khaki helmet, black shoes and white socks.

The blue jersey may be worn in combination with the male enlisted uniforms only as prescribed. The blue overcoat (peacoat) and the raincoat may be worn in appropriate weather or may be prescribed.

Rating badges shall be worn with each uniform except Undress White B and Tropicals. Service ribbons shall be worn with Dress Blue A and B, and Undress White A when neckerchief is prescribed. Blue wool muffler is optional with all blues.

Dungarees—Blue denim jumper or blue chambray shirt, blue denim trousers, black belt, black shoes and black socks. Dungarees may be worn only at authorized times. White hat or watch cap, as prescribed.

Women's Uniforms

Service Dress Blue A—Blue coat, blue skirt, combination hat with blue hat cover or blue garrison cap, (unless combination hat is prescribed), white shirt, black necktie, beige hose, black shoes and black gloves (white gloves are prescribed for formal or social occasions) and black handbag, if carried. The handbag is optional and may be prescribed with or without shoulder strap. The coat may be removed indoors with permission of SOP.

Service Dress Blue B—Blue coat, blue skirt, combination hat with white hat cover or blue garrison cap (unless combination cap is prescribed), white shirt, black necktie, black shoes, beige hose and white gloves and black handbag, if carried. The coat may be removed indoors if authorized. White scarf may be worn with either Service Dress A or B.

Dress White—White coat, white skirt, combination hat with white cap cover, white shirt, black necktie, beige hose, white shoes and white gloves and white handbag, if carried.

Working Gray—Gray and white seersucker dress, combination hat with gray hat cover or gray garrison cap (unless combination hat is prescribed), black necktie, beige hose, black shoes and black gloves, if worn and black handbag, if carried. The tie can be removed on station limits if authorized.

The smock is required for hospital personnel but may also be worn if authorized by other Navy women as a temporary protective covering while at work. The blue overcoat and blue raincoat may be worn with any of the women's uniforms on appropriate occasions or may be prescribed.

Indoor Duty (Nurse Corps only)—White dress, white nurse's cap, white shoes and white hose. Indoor duty uniform shall be worn in hospitals, hospital ships and dispensaries unless CO prescribes the Nurse's Gray Indoor uniform for certain hospitals and hospital ships overseas. The cape is to be worn with indoor duty uniform. Blue smock may be worn in the laboratory.

Slacks, Dungarees and Exercise Suit—The slack outfit shall be worn when prescribed for travel and sports. Dungarees may be worn where authorized for certain types of work which might soil a regular uniform. Exercise suit may be worn for certain forms of sports. The blue turban is optional for work or sports unless blue garrison cap is prescribed.

QUIZ ANSWERS

Answers to Quiz on page 37.

1. (b) AV. Seaplane tender.
2. (c) *Norton Sound.*
3. (c) Rockets. See December 1948 *ALL HANDS*, p. 22.
4. (b) Aiding planes. High intensity light, semipermanent used for illuminating air fields.
5. (a) R60.
6. (a) *Constitution.* One of two ships by the same name now used by the Navy.

Recruiting Office Took Inspector at His Word

Before the day of the public relations officer, the recruiting officer was charged with telling folks about the Navy.

Lieutenant Commander Newton Mansfield, USN (Ret), recalls an interesting experience he had as a recruiting inspector in those not-so-distant days.

"Believing in good straight publicity, I felt that every officer in my various recruiting offices should keep a scrapbook in which should be preserved all published articles which appeared in papers in the various areas," he remembers.

His officers took him at his word.

Visiting a recruiting office one day, he had to blink when he saw the following item prominently displayed in the officer's scrapbook:

"*NAVAL STORES; The price of turpentine has been advanced from 82½ cents to 83 cents today.*"

Here's How the Laws Are Passed that Directly Concern Naval Personnel

Many laws that Congress passes are of direct concern to you.

To bring personnel of the fleet up to date on the legislation that is before Congress as well as on bills that have been passed by one or both houses of Congress and have become laws, ALL HANDS periodically publishes a roundup of legislation affecting the Navy.

A bill has recently been introduced into Congress which would provide for the preservation of the old frigate *Constellation*. Another has been introduced which would provide free postage for all members of the armed services.

A law recently passed by Congress and approved by the President authorized the Navy to sell certain personal property that has been lost by Navy personnel after trying for one year to locate its rightful owner.

These and other bills and laws might have a direct effect upon you. If you follow their progress through Congress, you will know more about what's going on.

How do bills get started? Who thinks them up in the first place? What processes does a bill go through before it becomes a law? How long does it usually take?

Here, in brief summary form, are the answers to these questions and a few others.

Legislation gets its start in one of three ways. It may originate with the President, it may originate with the Department of the Navy or another executive department of the government, or it may originate with a member of Congress.

A great deal of legislation originates with the President because he is the chief executive of the people and is elected to office on a more or less definite program of action.

Congressmen also originate bills. Subjects upon which they feel legislation is necessary are often called to their attention by constituents.

The third source of legislation is the departments of the government. The Department of the Navy is one. By the nature of their work, officials in these departments and bureaus get a close-up picture of many special needs and problems. Ideas for necessary legislation originating with them often appear first in annual reports or in letters to committee chairmen.

The idea for a bill which is to be presented to Congress by the Department of the Navy may originate in any one of the Navy's bureaus. A lot of advice and a good deal of time and study goes into the preparation of the proposed bill by the originating bureau.

The ideas and recommendations are sent to the office of the Judge Advocate General—the top Navy lawyer—to be prepared as a bill. This is called "drafting" the bill. Following the drafting, the proposed bill is forwarded to other Navy bureaus and offices for comment.

These comments and suggestions are considered, changes are made and finally the proposed bill is sent to the other military arms of the nation—the Army and Air Force—for coordination.

In most cases agreement on the content of the proposed bill is reached through the interchange of ideas between the services. If, however, the three cannot agree, SecDefense makes the final decision.

In the next step, the service spon-

Voting Information for Naval Personnel

Elections in five states—Kansas, Kentucky, Virginia, New Jersey and Ohio—wind up the current year of voting, according to latest information furnished the Bureau of Naval Personnel.

Of these five states, primaries have already been held in New Jersey and Ohio.

Data on whether elections will be held in eight other states and the Territory of Alaska is not available in BuPers. They are Colorado, Maine, New York, Pennsylvania, Rhode Island, South Carolina, Washington and Wyoming.

Both general and primary elections have already been held in Michigan and Wisconsin.

Definite information has been received from all other states and the Territory of Hawaii that no elections are being held there in 1949.

The following table is for the information of personnel eligible to vote in the Kansas, Kentucky, Virginia, New Jersey and Ohio elections. Unless otherwise indicated in the table, members of the armed forces and civilians outside the U. S. officially attached to and serving with the armed forces may apply for absentee ballots for all but the Kentucky elections by use of the postcard form USWBC Form No. 1 or Standard Form No. 76, which may be obtained from the commanding officer or the voting officer of the ship or station.

For the Kentucky elections, the postcard application is not acceptable. Instead, a request should be addressed to the county clerk of the voter's legal residence.

To vote by state ballot, the applicant must be eligible under the laws of his home state.

Additional information on procedures for obtaining absentee ballots may be obtained by writing direct to the State's secretary of state or to the local clerk or county clerk of the voter's legal residence.

In the table below, abbreviations are "F" for federal, "S" for state and "L" for local.

State	*Date and Type of Election*	*Officials To Be Nominated Or Elected*	*Earliest Date Ballot Will Be Mailed*	*Last Date Ballot Will Be Received To Be Counted*
Kansas	9 August, Primary	F,S,L	Sufficient time to be returned prior to election	8 August
	8 November, General	F,S,L		7 November
Kentucky	6 August, Primary	S,L	When possible	6 August, closing of polls
	8 November, General	S,L	When possible	8 November, closing of polls
Virginia	2 August, Primary	S,L	18 June	2 August
	8 November, General	S,L	18 October	8 November
New Jersey	8 November, General	S,L	9 October	8 November
Ohio	8 November	L	9 September	8 November, noon

soring a proposal writes a letter explaining the purposes of the proposed bill, attaches it to the proposal as it stands and sends it via the office of SecDefense to the Bureau of the Budget. Here it is considered in relation to the President's economic, political and other programs. Bureau of the Budget also sends the proposed bill to the executive departments inviting comment on it.

If no changes are offered by other departments and if the Bureau of the Budget clears the proposed bill, it goes back to SecNav where it is given final Navy approval. Then it is given final approval by SecDefense.

Now it is ready to go to "Capitol Hill." where it is presented simultaneously to the President of the Senate and the Speaker of the House of Representatives. These two Congressional leaders in turn refer the proposed bill to the proper committee in each house (usually the Armed Services Committee).

In Congress, bills are introduced by dropping them into the "hopper," a box that rests on the Clerk's desk. The Clerk takes the bill out of the hopper, stamps a number on it (like HR 456 for a bill introduced into the House of Representatives or S 303 for one introduced into the Senate), and sends it to the Government Printing Office where it is published in easily read booklet form.

In the last congress alone, 11,500 bills were introduced in both houses. Of this number, 905 were enacted into law.

Back from GPO, the bill is next referred to the standing committee or to a special committee concerned with the subject of the bill. The committee chairman in turn takes a look at the subject of the bill and refers it to one of his subcommittees.



MCAS, Ewa, Oahu

'I think it's a grain of sand.'

It is in the subcommittee discussions that much of the real work is done on the bill. The group hears testimony for and against the proposed law, gathers facts from many sources and puts these facts and testimony together to reach a conclusion. The subcommittee reports its recommendation to the committee as a whole.

A subcommittee may be composed of one man or of many. Recently a subcommittee of one man was appointed to investigate the condition of the White House and to make a recommendation concerning future repairs to the Executive Mansion.

In most cases the full committee accepts the recommendations of its subcommittee and "reports out" the bill to the floor of the House or Senate. Here it is put on the "calendar"—that is, assigned priority for discussion by party leaders.

Once up for discussion on the floor of one of the chambers, it may set off a full-scale debate or may be adopted with only brief discussion. Amendments are offered, discussed and voted upon. Finally, the entire bill is put to a vote and is accepted or rejected.

In the case of many bills, debate in the House and in the Senate discloses that the two houses do not see exactly eye to eye on the provisions of the bill. That being the case, the bill goes to "conference."

Conferees are selected by the Speaker of the House and the President of the Senate. Those selected are usually members of their respective subcommittees. In conference, members attempt to settle differences by persuasion or by compromise.

The results of their labors is reported out to the House and to the Senate. The new compromise is either accepted or rejected in each house.

If the compromise is rejected, new conferees are appointed who try once again to reach agreement. Finally, both sides agree to the contents, the bill is reported back to each house, voted upon and, if passed, signed by the heads of both houses and sent to the President.

The President has the right to veto. If he vetoes the bill, each house must then muster two-thirds of its members instead of merely a simple majority to "override" the veto. If the two-thirds cannot be obtained, the bill does not become law.

But in most cases the President signs the bill and it thus becomes the law of the land.

The Navy then publishes regulations to the Fleet interpreting the new law. These regulations may affect you in many ways.

It pays to know and follow Navy legislation on its way through Congress so that you may have a better understanding of these laws and what they will mean to you.

'Navy Hour' Is Broadcast Each Sunday at 1700-1730

The Navy's radio program known as "The Navy Hour" is now broadcast each Sunday at 1700 to 1730, eastern daylight saving time, over the nation-wide ABC network.

The program features the U.S. Navy band, special guests of radio, stage and screen, and high ranking Navy officers. The broadcast is picked up by the American Broadcasting Company from the Sail Loft of the Naval Gun Factory, Washington, D.C.

Until the present schedule went into effect, the program had been aired at 1230 on Saturdays continuously since 22 Jan 1949.

Enrollment in USAFI Courses Up 25 Percent Over Last Year

Enrollments of Army, Navy and Air Force personnel in USAFI educational courses are up 25 percent over last year.

USAFI (U. S. Armed Forces Institute) offers to servicemen and women wherever they are stationed courses ranging from the primary grades to full college graduate level. It now has 100,000 students on its rolls.

Enrollments for correspondence courses or study courses averaged more than 6000 a month during 1948, USAFI says. They are even higher for the first few months of 1949, indicating an even greater interest in education on the part of service personnel.

In addition to providing study material, USAFI maintains a grading service for correction and evaluation of student's papers. Monthly increase in the use of this service was more than 20 percent in 1948.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis far action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply ta all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and statians.

Alnavs

No. 32—Announces Presidential approval of officers recommended for temporary service in Supply Corps.

No. 33—Announces state bonus for Louisiana.

No. 34—Restricts the release of information concerning performance of new weapons or new equipment.

No. 35—Announces that recommendations of line officers for promotion to grade of lieutenant approved by President.

No. 36—Announces Presidential approval of officers recommended for promotion to certain grades.

No. 37—Tells of danger existing in use of photographic electronic flash assembly Model F2E-1, Stock No. (E18-F-41388).

No. 38—Desires applications from Regular Navy officers of classes 1932 and junior and certain other officers for designation as EDOs.

No. 39—Announces that leave should be granted, if practicable, to persons of Jewish faith for Passover.

No. 40—Calls attention of all personnel of the naval establishment to the necessity for strict compliance with Article 1252, Navy Regulations, governing disclosure of official information.

No. 41—Sets 1 June 1949 as date of professional examinations for promotion to lieutenant commander, lieutenant and lieutenant (junior grade).

No. 42—Announces nationwide savings bond campaign from 16 May to 30 June 1949.

No. 43—Announces Presidential approval of women Marine Corps officers recommended for promotion to grades contained therein.

No. 44—Desires applications from qualified permanently commissioned line officers, Regular Navy, for special duty designation.

No. 45—Announces Presidential approval of officers of Medical Corps, Medical Service Corps and Nurse Corps, recommended for promotions to grades contained therein.

BuPers Circular Letters

No. 56—Announces Presidential approval of officers recommended for promotion to grades contained therein.

No. 57—Defines "returnable and non-returnable quotas" in regard to BuPers schools.

No. 58—Desires applications from certain officers to submarine training.

No. 59—Announces appointment of certain Naval Reserve officers to commissioned grades in USN line.

No. 60—Cancels BuPers Circ. Ltr. 35-46 (AS&SL, January-June 1946) regarding procedure for apprehending and reporting GCM prisoners.

No. 61—Gives procedure for transportation of personnel and their dependents via MATS.

HOW DID IT START



Navy Blue

Styles in uniforms may come and go but the color "navy blue" remains unchanged. The reason for adopting blue as the official color for sailors' uniforms dates back to 1745.

It seems the British officers wanted an official uniform and sent a petition to the Admiralty. The Admiralty approved the petition and requested several officers to appear in various uniforms. Some wore gray with red facings; others promenaded in a blue uniform with white facing.

The final decision rested with George II. The story goes that he selected blue and white because they were the colors of the riding habit of the First Lord's wife, the Duchess of Bedford. Even in our uniforms can be seen the influence of women.

NACP Officers to Be Given Opportunity to Attend College Under New Plan

Plans are being made to give officers commissioned from flight midshipman status (the Naval Aviation College Program)—who desire and are selected for retention in the Regular Navy—an opportunity to attend college for the number of semesters required to complete four years of college.

A large percentage of the officers in this category completed two years of college prior to flight training. Under the new program each officer may attend for the number of semesters necessary to complete four years of college, provided satisfactory marks are maintained after entrance into the program. Each candidate must be acceptable to the college on the same basis as civilian students.

BuPers considers it highly desirable to enter those officers selected for retention in the Regular Navy into the final phase of their college education as soon as possible after they become eligible in accordance with an agreement made between the Navy and officers in this category, as contained in "Regulations for the Administration and Training of NACP, NavPers 15657." It is expected that an input of approximately 20 students will be made in September 1949 into this program, and that annual inputs will be made each year in such numbers as practicable.

Plans are to conduct the program at George Washington University, Washington, D.C., and at NROTC institutions near naval air facilities in order that flight proficiency may be maintained. Officers ordered to college training will retain their status as officers, and retain their orders to flight duty. Inputs into the program will be made only during the fall term.

Student officers will be ordered to a naval ROTC institution in or near the vicinity of their previous college training insofar as possible. In some cases students may be returned to the college in which previously enrolled.

It will not be necessary for individual officers to request assignment to to the program. They will be ordered at the earliest practicable date BuPers determines they are available. However, it is essential that eligible officers make available to the Chief of Naval Personnel (Attn: Pers-

4222) a complete record of their high school and college transcripts.

As there is a definite need both for naval aviators and for newly commissioned ensigns in the line of the Regular Navy, those officers commissioned from aviation midshipman status who are planning to submit applications for retention as USN officers are requested by BuPers to submit such an application upon completion of a minimum of three months' commissioned service.

Officers commissioned from flight midshipman status, who are not retained on active duty, and who are commissioned in the Reserve are also eligible for certain educational benefits. All officers who do not apply or are not selected for retention in the Regular Navy within the time limit specified by Public Law 729, 79th Congress, and who therefore accept a commission as ensign, USNR, and are released from active duty, are eligible for certain benefits if they return to college. These officers may apply for and receive retainer pay at the rate of $100 per calendar month during which, as an officer of the Naval or Marine Corps Reserve, they pursue full-time instruction in an accredited college or university. Not more than 20 months' retainer pay ($2,000) will be allowed officers in this category for educational instruction.

In addition to the monetary allowance, Reserve officers in this status will be entitled to payment by the government of tuition, fees, books and laboratory expenses as currently paid for officer candidates in the NROTC program. Applications for retainer pay and educational expenses should be made by letter to the commandant (director of training) of the naval district in which the school of choice is located, copy to commandant of the naval district in which legal residence is established. This information was announced by BuPers Circ. Ltr. 72-49, (NDB, 30 Apr. 1949).

Marines in Dress Blue Parade; First Time Since War's End

More than 5,000 Marines donned their flashy red-trimmed blue uniforms for a parade at Camp Pendleton, near San Diego, Calif., in the first occasion of its kind since World War II.

The "blue parade" was said to be the largest in the number of men involved, in Marine history. The CO of the first Division said that parades in dress blues will be held periodically from now on. Observers took the garb of the leathernecks as a sure sign that the war is really over.

World-Wide Exam on 20 July For Prep School Candidates

A world-wide Navy and Marine Corps examination will be held 20 July 1949 to select candidates for entry in the Naval School, Academy and College Preparatory, Bainbridge, Md.

A joint letter to all ships and stations from the Chief of Naval Personnel and Commandant, Marine Corps, calls on COs to screen personnel for suitable candidates. From the group taking the examination on 20 July, successful candidates will be assigned to the school in October. Their studies at Bainbridge will prepare them for the Naval Academy entrance examination, which will be given in April 1950.

The letter gives COs detailed instructions for nominating candidates for the examination and procuring preliminary examination blanks. Candidates should request examination, and should be interviewed by their COs prior to date of the examination. The letter enjoins COs to be meticulous in selecting candidates to participate in the examination, bearing in mind that men nominated are potential candidates for commissions in the U.S. Navy or Marine Corps.

Men whose enlistments will expire before 1 July 1950 will not be ordered to the school unless they agree to extend their enlistments for at least one year.

Age limits are 17 to 21, ordinarily, but for veterans who have completed one year of service in the armed forces by the date of the examination, the upper limit is 23. Upper age limit is established at the prospective age as of 1 Apr 1950. Since peace has not been established for legal purposes, anyone who has completed a year's service since 7 Dec. 1942 is considered a veteran.

The school operates from October through May to prepare students for the entrance examinations for the Naval Academy. The summer course, from June to September, is devoted to men who have qualified on the aptitude test for NROTC.

All Persons in Armed Services Get Equal Treatment and Opportunity—NME Policy

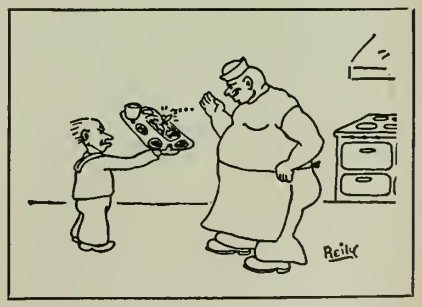
The policy of the National Military Establishment is that all persons in the armed services shall have equality of treatment and opportunity regardless of race, color, religion or national origin, a statement by SecDefense points out.

The following supplemental policies were adopted by the NME after discussion with the Navy, Army and Air Force:

- To meet the requirements of the services for qualified individuals, all personnel will be considered on the basis of individual merit and ability. All personnel must qualify according to the prescribed standards for enlistment, attendance at schools, promotion, assignment to specific duties and in similar other matters relevant to their duties.
- All individuals, regardless of race, will be given equal opportunity for appointment, advancement, professional improvement, promotion, and retention in their respective components of the NME.
- Some units may continue to be manned with Negro personnel. All Negroes will not necessarily be assigned to Negro units, however. Qualified Negro personnel will be assigned to fill any type of vacancy, without regard to race.

SecDefense's memorandum to the secretaries of the three services called upon each service to examine its present practices to determine what forward steps can and should be made in the light of the present policy.

Each department of the NME was required to report by 1 May how it will carry out the NME's initial general policy on equality of treatment and opportunity.



Sand Point Static

'Don't yell so loud, or everybody will want one.'

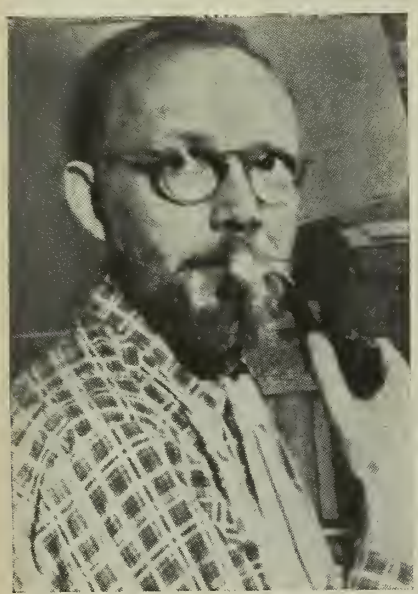
BOOKS: HAND-PICKED VOLUMES FOR PLEASURE, PROFIT

HERE it is June, when more than at other times a young man's fancy is said to turn to thoughts of love.

Whether or not thoughts of love are available at your ship or station, here are some new books that are—if your librarian is keeping them in circulation as he should. These are among the hand-picked selections sent out from BuPers in recent weeks for your reading pleasure and profit.

• *Eleven Generals: Studies in American Command,* by Fletcher Pratt; William Sloane Associates.

Here a noted writer on military and naval subjects, the author of *Navy: A History, Navy's War* and *The Marines' War,* writes on the personalities and deeds of 11 American generals. The generals range from Nathanael Greene of the American Revolution to Omar Bradley of World War II. Between, there is Anthony, who was called "Mad Anthony" by his contemporaries and "The Last of the Romans" by Fletcher Pratt. There is also James H. Wilson of Civil War days whom Mr. Pratt calls "The Man Who Got There First," and Charles P. Summerall (Sitting Bull II). Included are six more, of course, all pictured against the background of their times and surroundings in Fletcher Pratt's sparkling style.



DRAMATIC studies in American command are presented in Fletcher Pratt's new book *Eleven Generals.*

The author of this book is about as legendary a figure among U. S. Navymen as any of the people mentioned in his book. Many sailors think he's a rear admiral, but he's not. He's a civilian with a checkered shirt, a beard and a high-speed typewriter. He likes to go on cruises aboard Navy ships, where he spends as much time as he can in the CPO quarters. In his studyroom ashore he keeps more than a dozen tiny monkeys called marmosets by people who know the word. These he allows to roam at large, providing company to brighten the lonely job of writing.

To get back to *Eleven Generals,* it's an enjoyable and highly readable study of outstanding figures in American command. You'll like it.

★ ★ ★

• *Arabs, Oil and History,* by Kermit Roosevelt; Harper and Brothers.

Today the Middle East—particularly the area east and southeast of the eastern end of the Mediterranean Sea—is one of the focal points of international interest. This book tells all about that part of the world, and the term *all about* is used literally here.

The reader will learn, for instance, how a visitor should behave in a harem. He will learn the correct table manners for a camel-and-rice banquet, and the penalties for reckless driving in Saudi Arabia.

The author, a grandson of Theodore Roosevelt, has spent a great deal of time in the area he writes about.

★ ★ ★

• *The Track of the Cat,* by Walter Van Tilburg Clark; Random House.

Indian Joe Sam had prophesied a vicious, terrifying black "painter" that would be the weapon for exterminating the white ranchers. Then Arthur Bridges had a dream that indicated that the threat was imminent. This was followed by a snow storm during which the cattle bawled with terror. . . .

Here is an unusual book—a psychological thriller laid in the ranch country of the West. When Arthur Bridges and his sneering brother Curt go hunting the mammoth eat in the storm, the tensions that build up in the ranch house are terrific. There, the 19-year-old Harold Bridges and his girl Gwen are surrounded by forces that grip the reader through page after page.

It's a western that's truly different —by the author of *Oxbow Incident.*

★ ★ ★

• *Father of the Bride,* by Edward Streeter; Simon and Schuster.

This is a slyly humorous book that will vastly amuse a great many readers.

Mr. Stanley Banks, a middle-aged upper middle-class husband and father, had come to the place in life where young male strangers were knocking at the door, flowers in hand. At first Mr. Banks looked upon them with a cold and critical eye—but only at first. There came a year when Mr. Banks began to worry lest daughter Kay remain a bridesmaid forever. Then along came Buckley. . . .

Without reading this book, few would ever know without experiencing it, the number of details and nerve-wracking crises an upper middle-class wedding and its preparations entails. Neither would they know how amusing these details and crises can be.

The more than 50 line drawings by Gluyas Williams are in perfect harmony with the text of the chuckle-filled book.

★ ★ ★

• *Low and Inside,* by Ira L. Smith and H. Allen Smith; Doubleday and Company, Inc.

Ira L. and H. Allen aren't the Smith brothers whose portraits adorn cough-drop boxes. In fact, they aren't even brothers. They must have been real neighborly, though, to turn out the fine job of collaboration that they did on this book. Here is the way they worked: Ira L. Smith dug up the fantastic stories about baseball and H. Allen Smith wrote them out in his own hilarious way.

The book is about baseballs batted over fences and into water buckets, rivers, gopher holes and locomotive smokestacks. It's about umpires who carried revolvers and about players who carried a freshly dead team mate in to home base to complete his run. In brief, it's about the screwiest characters and incidents in American baseball's long history—and American baseball has had its share of them.

There are numerous cartoons by Leo Hershfield.

ATTACK OF THE HORSE MARINES



AMPHIBIOUS FORCE OF THE CIVIL WAR

This narrative by Captain William B. Avery, *"The Marine Artillery with the Burnside Expedition and the Battle of Camden, N. C.,"* is from the collection published in 1880 by the Rhode Island Soldiers and Sailors Historical Society.

ATTACK OF THE HORSE MARINES

Johnny Reb had taught the Yankees a few lessons at Bull Run and on other battlegrounds during 1861, the first year of the war. By the opening of the next year, the Union was jittery and very much victory-starved.

Packing up in the Chesapeake was a force on which much of the morale of the North depended. Nothing was left to chance. This expedition was to be a success, and its commander, "Brigadier General of Volunteers" Ambrose E. Burnside, had the best of men and supplies available.

The strike was to be made by sea at the vital and virtually unprotected coast of North Carolina. Landing at Hatteras Inlet, the force was to take, if it could, the Confederate strongholds at Roanoke Island, New Bern and Fort Mason near the historic town of Beaufort.

Included in the force of 15,000 troops was an odd assortment of artillerymen recruited from an equally motley group of naval vessel—converted passenger steamers, sailing ships, river barges and propeller-boats which had been hastily armed with three or four guns and armored with sand bags or bales of hay. The personnel were both Marine Corps and Navy, and to the soldiers they were the "Horse Marines," after the means of providing motive power for their guns.

Burnside's force occupied the area for a whole year, cutting off Confederate imports and stopping local commerce almost completely. Johnny Reb got back at Burnside with a vengeance, however, inflicting a disastrous defeat at Fredericksburg later in the war.

The Horse Marines had their success and their disappointments, as recorded here by Captain William B. Avery, First Regiment of Marine Artillery, New York Volunteers—formerly a Union naval officer.

THE Burnside Expedition left Annapolis, Maryland, on January 8, 1862, and on February 8 the island of Roanoke was captured, after a desperate fight. The whole North was electrified by the news of one of the first real successes to the Union Forces.

Every one connected with that expedition and conversant with the subsequent events in eastern North Carolina will remember the Marine Artillery. I, having gone out in command of one of the boats of the fleet intended for use as a floating battery, was invited to join the regiment about that time. So it happened that a Rhode Island boy became a member of a New York regiment and attained some prominence in that department as an officer of the famous "Horse Marines," as we were generally called by the rest of the troops.

To that regiment belonged many of the men by whom the government transports were manned. Some of them were present and took active part in nearly every skirmish, engagement or expedition that took place from the time we reached Hatteras Inlet till our final disbandment in March, 1863. The first detachment, especially, was made up of brave and hardy men; and as a sailor never thinks of flight in time of danger, so these men, being nearly all seamen, stood manfully to their duty. Distributed among the different vessels of the fleet at the time we left New York, they endured the hardships of a sailor's life in that stormy season and on a perilous coast without a murmur. At Roanoke and New Bern, some of them landed with their guns under command of Captain Dayton, of the schooner *Highlander,* and fought as bravely as did the rest of the troops. As boatmen in landing soldiers, they were invaluable.



Uniform of Hawkin's Zouaves, 9th N. Y.

2

The regiment was organized in New York by its colonel, William A. Howard, a braver and truer officer than whom never lived. Early in life he had been a midshipman in the Navy, but the war found him senior captain in the United States Revenue Marine. He temporarily left his position to form this new branch of the service.

The idea itself originated with him, and to his energy and zeal can be attributed much of the success of the undertaking. Similar organizations were afterwards formed in other departments and proved very effective—notably the "Naval Brigade" on the Mississippi river and Graham's "Army Gunboats" on the James river.

Belonging to the Army and under the direct control of the commanding general, expeditions by water could be undertaken without the aid of the naval forces, which were not always at hand when needed. After nearly two years of good and efficient service, and during the absence of the colonel on account of sickness, certain troubles arose in the regiment, which finally led to our being mustered out by order of the Secretary of War, though it was believed at the time that had Colonel Howard been present such would not have been the case. As it was, the members mostly all entered other branches of the service—one or two other officers and myself entering the Navy, where we received good appointments, and the department seemed glad to avail itself of our services.

The Marine Artillery has been spoken of as "an amphibious kind of force of a few hundred men" and that phrase is very expressive of the real nature of our duties. We were at all times ready for service

either on land or water—and many of us were frequently under water even in the course of our varied experience. During our passage from Fortress Monroe to Hatteras, our vessel *Grenade* had her rudder disabled, and but for our exertions in getting her repaired would have been left at the inlet when the fleet moved up to take Roanoke. In order to get her ready in time to receive the company of Zouaves (so named for their French-looking uniforms) that went up on her, I had to work two hours up to my neck in the cold water—and part of the time had to be under water entirely. But most anything was preferable to being left by the expedition, so eager were we all to be present at the attack on the island.

The uniform of the regiment was nearly like that of the Navy. The officers wore a gold band on the cap, but no sash under the sword belt. The shoulder strap was red, with a crossed cannon and anchor wrought in silver, afterwards adopted by the general as the emblem of the Ninth Corps. The line officers wore double-breasted coats, and the clothes of the men were all of dark Navy blue. The arms were short Belgian rifles with the sword bayonet for those who acted as infantry, and pistols and cutlasses for those who worked the howitzers. We were especially well drilled in the use of naval light artillery, either afloat or ashore.

The gunboats, on which about half of the regiment was quartered, had good batteries of 30-pounder Parrotts and 32-pounder smoothbores, in the exercise of which we were also proficient.

We were like the Navy in drill and discipline, and were in reality Army gunboats. Indeed, during a portion of the time in the fall and winter of 1862, when I was in command of *Lancer,* mounting six large guns and two twelve-pounder Wiard steel howitzers, we acted directly with the Navy, being ordered to report for duty to Lieutenant Commander Flusser, with whom we served on several different expeditions.

We lay one week up the Roanoke river, above Plymouth, taking our regular turn at picket duty and waiting for the rebel ram *Albemarle* to come down, the existence of which we knew at that early date. It did not succeed in getting down that year, however, but the next year it did. The havoc it made is familiar to us all. The brave and chivalrous Flusser lost his life, and the ram remained triumphant at Plymouth till destroyed by the daring Lieutenant Cushing, who was one of Flusser's officers at the time we served together the year before.

Four large sounds and a great number of rivers flowing into them from the eastern part of North Carolina gave us plenty of opportunities for expeditions by water. Since we had a sort of roving commission, we were enabled to be doing something all the time.

With headquarters at Roanoke Island, the colonel would direct our movements as information arrived from the surrounding country, or else orders were sent up from department headquarters at New Bern. In operating with the Army our most effective weapon was the howitzer—we acting as a field battery—but when making strikes by ourselves, often at some of the guerrillas, we generally went light, with only rifles or pistols. Sometimes we made "forced loans" of the horses we needed, but if our strike was to be at night and the distance to be covered was short, we went on foot—and generally returned to our boat without making any halt at all.

On one occasion we landed 60 men from *Lancer* at Shilo, on the Pasquotank river, just after dark. Marching all of the men 20 miles and a portion of them 30 miles inland toward Richmond. We recaptured several Union prisoners on their way to Libby prison, dispersed the gang of guerrillas who had them in charge, recovered a large quantity of ordnance they had stolen, and returned to the ship the next night without the loss of a man or gun.

I need scarcely mention that to get over so much distance, I had mounted myself on a good horse, "borrowed from a neighbor," and that the 20 men who went with me the last 10 miles were mounted in five of the two-wheeled carts of the country and drawn by horses, all of which had been appropriated quite unceremoniously for the occasion. They were afterwards returned to their owners. In justice to some of the residents, I will say, however, that many of them were good loyal people, ready with information and willing for us to use their stock to chase the guerrillas. My taking the horses without their consent was in reality a kindness to them, as they would not then be obliged to incur the hatred of their neighbors by seeming too willing to help us.

3

Reports having been received that two or three iron gunboats were building at Norfolk to come down here to Roanoke to destroy our shipping in the sounds and that supplies of corn were being conveyed up through the Dismal Swamp canal, an expedition was sent on foot for the purpose of destroying the lock at the lower end of the canal and of cutting off and capturing any troops stationed south of that point.

The fight which followed took place some two miles from the lock, in Camden county, North Carolina, not far from River Bridge.

Colonel Howard had general command of this artillery force of some 50 men, but it was under the immediate command of Lieutenant George Gerrard and myself, who had landed from the Union vessel *Virginia,* of which we were at that time officers. General Reno, in command of the expedition, had come up from New Bern with two regiments of infantry—the 21st Massachusetts and the 51st Pennsylvania—on the transports *Cossack* and *Northerner.* The other three regiments came from Roanoke, and were the 9th and 89th New York, and the 6th New Hampshire.

We left Roanoke Island on April 18, 1862, and came to anchor just below Elizabeth City about nine o'clock in the evening.

A landing was immediately begun and by midnight all of the troops from Roanoke—three regiments and the Marines—were on shore and ready to march. The transports from New Bern being aground, Colonel Howard went down with *Virginia* to their assistance and remained with them till all the troops were landed. About two in the morning

of the next day, Colonel Hawkins received orders to move on with the force already landed. We fell into line in rear of his regiment, which was the advance of the column. Rebel pickets were soon routed, but being mounted, they escaped to give information of our approach.

Our march had now begun in earnest— and such a march it was! Deliver me from another like it. As afterwards ascertained, we took the wrong road and instead of 14 miles on a good road—as the general and his two regiments had—we went 32 miles and on a very bad road. On our first landing I sent the clerk of *Virginia,* who went along as a volunteer, to procure horses from some farmer near there. He succeeded in finding one for each artillery piece, to which we soon had them harnessed. We had to depend mainly on the drag-ropes, however, at which the men constantly relieved each other.

Our road at first lay across several ploughed and ditched fields. We were compelled to fill the ditches with rails in order to get our guns across them. The horses would break away from the piece, and the men were obliged to work hard in the soft ground till we at length reached the road. It was hard marching even for the infantry, but for us with the guns and in the darkness of night, it was terrible.

About daylight my horse began to give out, and I went in search of another. Coming to a large farmhouse near the road, I found the planter walking on his front porch and demanded a horse of him. He replied that he had only plough stock and pointed to a fine pair of mules which one of his Negroes was just hitching to a plough to begin his day's work. I told him they were just what I wanted and ordered the man to follow me with the mules and harness, which he very cheerfully did. With these and a spare horse for the other piece, we got along better.

The Negro boy, Enoch, was indispensable with the mules. They seemed to have a great abhorrence for strangers and would often make it manifest by a free use of their heels in a manner particularly abnoxious to the sailors. Had Enoch been asked to "clew up a royal and furl it," he probably would have known as much about it as the sailors did of harnessing the mules and making them work. He was also of assistance in caring for the mules while we were engaged in the fight, and brought them up as soon as it was over.

With an occasional rest, we marched along through a fine level country, beautifully cultivated and bearing everywhere the marks of thrift, till about eight in the morning when we made a short halt for rest and breakfast. By this time the men were beginning to be footsore, not being accustomed to marching. They kept up with the soldiers, however, proving to them that they would not be left in the rear.

After a hasty meal we proceeded, and soon the hot sun and dust began to tell on all of us—especially the New Hampshire men, who were on their first long march. On our left we heard firing from gunboats shelling the woods and proclaiming our approach to the enemy. Our men took off their shoes and toiled barefooted at the pieces, lifting them at numerous ditches and bad places with which the road was filled.

About 11 o'clock we came up with the general and the other regiments, which we had thought were behind us. They had taken the right road, and though starting some hours after we did, had been waiting there some time for us to come up. Also with them were the two guns belonging to the Zouaves. Colonel Howard had succeeded in landing them, bringing them along behind the Army wagons brought ashore from *Slade* to convey the blasting apparatus and powder.

We now continued our march, though most of us were pretty well used up. About half-past 12 Colonel Howard, who was in advance with the skirmishers, discovered the enemy well posted at the far end of a large open plain, through which the road ran and on which several houses had been burned and were still smouldering. He at first thought the enemy had left, but when within about 500 yards they opened fire on him from their battery, placed across the road. He observed well their position, while an aide was sent to hurry forward the artillery. As fast as it could be got to the front it was stationed for action. As for us with the guns, we needed no orders to go forward, but with the first sound of "the cannon's opening roar" we strained every nerve and muscle to get to the front.

By this time the men were quite exhausted, and the road had become almost impassable on account of mud. Just as Lieutenant Fearing rode back to us with orders and we were trying our best to get the guns out of the mire, in which they were nearly axle deep, both mules jumped clear out of the harness and it seemed for a short time as though we were never to get any nearer the enemy. The infantry had already given out and could render us no assistance but by constant urging and encouragement, our men, fatigued as they were from continued hard work, managed at last to get the guns out of the mud and soon into a good position in front of the enemy.

4

Then commenced an artillery duel, with four guns on each side. The enemy's firing was very good and their shot fell among us thick and fast. We gave them as good as they sent, and the colonel, who was watching our fire, was well pleased at the result. The general had meantime ridden up to us and ordered me to keep the enemy occupied while he sent a couple of regiments to flank them. Now that we were at last fighting in good earnest, our men forgot their fatigue and behaved splendidly. A prettier fight could not have been desired.

By occasionally moving our guns a little we avoided much damage to ourselves, and at the same time planted our shell into the midst of the enemy. They fired only solid shot, so I suppose they had no shells with them, else we should have suffered more severely.

Colonel Hawkins now formed his regiment and prepared for an attack in front. When within some 400 yards, he observed the enemy posted on the

edge of the woods and at once charged at the head of his men, who with their wild yell rushed ahead in fine style. They were received with such a shower of canister from the rebel battery and so furious a discharge of musketry from the Georgians posted in the woods behind the trees, that they were completely staggered and fell back on the 89th New York, which were behind them. They at once rallied, and with the other two regiments kept up a good fight.

The infantry firing was now heavy, and quite a lively battle was in progress. The 6th New Hampshire moved up in line of battle and delivered a volley at the word of command, which was as well executed as though they had been on parade. Though the resistance of the enemy was stubborn and they were well protected by the woods, still they could not withstand the attack of our troops.

During this time we moved forward with our guns to within good canister distance, and by sharp work succeeded in drawing the fire of their battery again. But so effective were our discharges, together with the furious onslaught of the infantry, that we finally compelled them to "limber to the rear." The day was ours but not, however, till they had given us a good dose of canister which fortunately was not very destructive. Some of us were struck, but it was mostly spent shot and did us little harm.

Feeling satisfied with our day's work, we took positions assigned us to prevent surprise and at once began to think of something to eat. A heavy thunderstorm now came up, and our boys took possession of an old cowshed that had not been burned. Here we secured partial shelter from the rain. The foragers brought in hens, geese and pigs, and preparations were in progress for a fine supper when a message from headquarters caused me to appear before the colonel.

I at once received orders from the colonel to return to the fleet and arrange with Commander Rowan for two or three of the gunboats to come up the river and take on board our wounded. It was now about half-past five o'clock in the afternoon, and the landing place was 14 miles away. Hastily swallowing a little coffee and bread and accompanied by one of the negroes on a mule as a guide, I was off like the wind and just at dark hailed one of the steamers for a boat. Covered with mud and wet through, I presented myself on board the flagship, and after attending to the duty assigned me, went on board our vessel.

When I left camp it was the intention of the general in command to push on at daylight the next morning and complete the work we had so well begun, but for reasons best known to himself, early in the night he ordered the troops into line and began the march back to the landing place. Colonel Howard, with our two howitzers and one company of infantry, composed the rear guard, which honor was considered by all to have been bravely earned and well merited.

It had been all arranged by Commander Rowan that I was to go up the river on one of his gunboats the next morning, and so be enabled to join my command for further work. Judge then of my surprise at daylight in seeing on the river bank the advance of our troops, and of learning from them that the whole force had fallen back during the night! They immediately began to re-embark, and by afternoon we were on our way down the river.

Four companies of the 89th New York came down with us, and if ever there was a worn-out looking set of men, it was on board our boat. The crew all slung their hammocks and turned in for sleep, and to get a man on deck was next to impossible.

5

Thus ended the expedition to River Bridge, which, although not entirely successful, was in no way disastrous to us. The loss on our side was about 100 killed, wounded and missing. Many of these were of the 9th New York Zouaves, Colonel Hawkins being shot through the arm and the adjutant killed.

We took a few prisoners belonging to a Georgia regiment, from whom we learned that the battery which had opposed us was the famous Henningson battery, named for the filibuster of that name. They told us also that we were supposed to be the advance of the whole of General Burnside's command, about to attack Norfolk from that side. How much that fight had to do with it is not known to me, but it is certain that very shortly afterwards Norfolk was evacuated by the rebels, and we gained possession of the canal and surrounding country.

When General Burnside moved his army to join General McClellan a few months later, he took a portion of it up through the canal to Norfolk.

I was for quite a time employed in carrying dispatches from Roanoke to Fortress Monroe and keeping open the canal. I had two guns and 25 men on the steamer *Emily* and made regular trips up and down all through the summer.

In conversation with people who were in Norfolk at the time of our fight at Camden, they informed me that while we were falling back to the boats that night, the rebels were in full retreat toward Norfolk. All the available forces were being mustered to assist General Wise in the defense of that city, but so few were they in numbers that General Burnside could have taken the city very easily had he wanted to.

I have thus briefly and imperfectly sketched one of the early incidents of the War of the Rebellion. If less important in its results than some of the subsequent events of our great national drama, it will always deserve its place in the theatre of that great struggle, which, though it has left a dark void in many a household, is ever alive in thrilling reminiscences and immutable friendships.

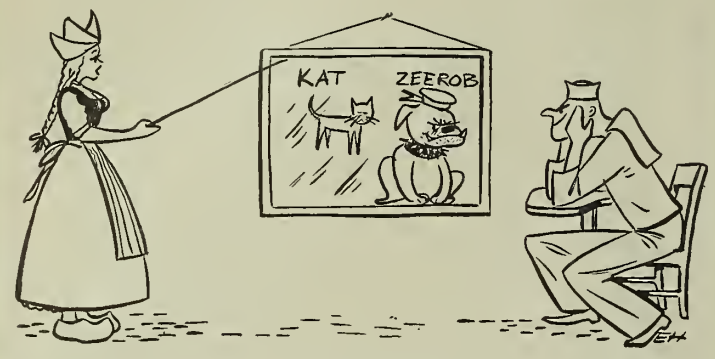


Uniform of
1st Rhode Island

TAFFRAIL TALK

ALL HANDS is in Dutch. It all happened when *Alle Hens*, a publication of the Netherlands Ministry of Marine, reprinted our recent story (January 1949 issue) on "Snorkel, An Old Salt" in its March issue.

Alle Hens ran the story under the title, "Suiver, een oude Zeerob,"



which according to a well-qualified Dutchman means "Snorkel, an old Sea Dog."

"We copied it," the magazine explained, "because it is too interesting to withhold from our readers."

The Dutch have a more-than-average interest in the snorkel—they helped develop it.

★ ★ ★

A new non-stop record for bottles from California to Hawaii has been smashed by Entry No. 5 from the Navy Hydrographic Office.

No. 5 was among 100 bottles unceremoniously dumped into the ocean from an aircraft December 1947 just to see where they'd go.

No. 5, a streamlined number, securely capped, with a slip of paper inside giving its point of departure, the data and a request to send it back home again, covered the 3000 miles to Hawaii in a mere 400 days—very good speed for bottles.

★ ★ ★

A model of modesty is a letter from USS *Nipmuc* (ATF 157) reporting that more than 25 percent of its personnel are holders of Good Conduct medals. Twenty out of a crew of 71 have the medals, some with as many as five awards.

★ ★ ★

As might be expected, Pobo, Commander of all Pooches in the Mediterranean (short title: ComPoochMed) is not a "he," as stated in this column for March, but a "she."

This intelligence comes from USS *Gainard*, whose personnel claim to know more about the dog than the *Harlan R. Dickson* man who originally mislabeled Pobo.

"*She* is attached to and serving on board USS *Gainard* (DD 706), having for certain security reasons been under temporary transfer orders to USS *Harlan R. Dickson* (DD 708)," the letter points out. "*She* is now back on board *her* own ship."

Get that, *Dickson*.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former nome, The Bureau ot Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shitts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicoted to etfect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be etfected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make turther distribution as necessary; where specal circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D.C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: Holding a line stopper while mooring USS *Waxbill* (AMS 39) at the Naval and Marine Corps Reserve Training Center, Seattle, are (left to right): G. D. Shaw, GM1, USN; T. F. Perry, SA, USN; B. O. Wooley, ENFA, USN, and John R. Pearcy, CS1, USNR.



MANILA MANEUVER

Goodwill Ambassadors



YOU FACE A SHARP CHALLENGE, in every port of the world where you represent your Navy—and your country—as an American in uniform. Every Navy man is a public relations man with the responsibility of observing the accepted rules of courtesy and conduct all of us expect.

D208.3

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

JULY 1949


SUNNY SCHOOL



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JULY 1949 Navpers-O NUMBER 389

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

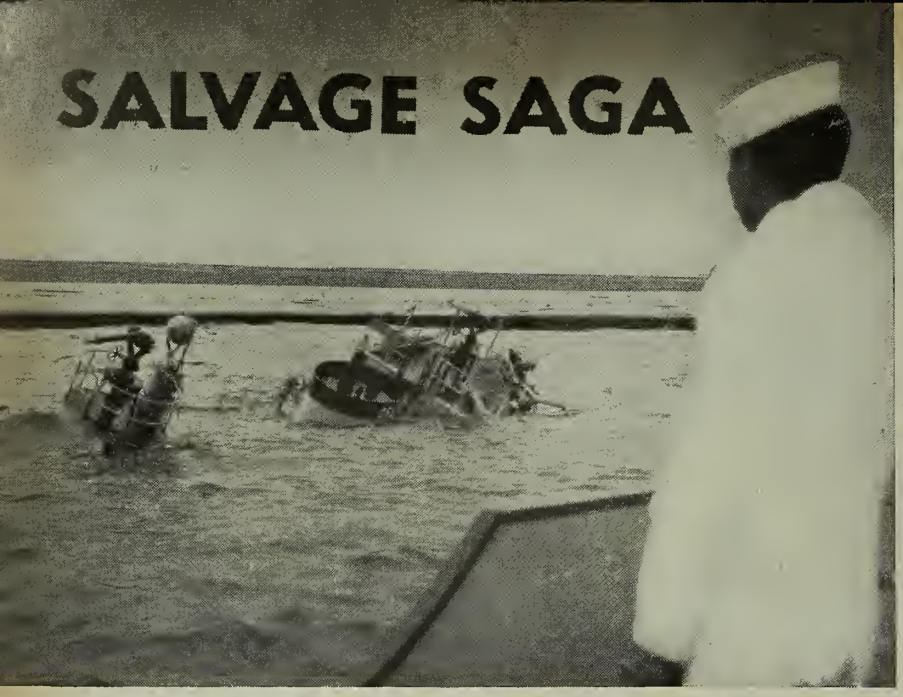
	Page
Salvage Saga	2
The Word	4
Ambassadors of Goodwill	6
Sky-Going Viking	9
They Speed the Word Around the Ship	10
Shipboard Teamwork	13
Strong Navy Means Freedom of the Seas	14
All-Navy Boxing and Sports Roundup	16
Veteran of 3 Wars Gets GI Training	21
Letters to the Editor	23
NAVAL COURTESY ASHORE AND AFLOAT	27
Decorations and Citations	39
Today's Navy	40
Servicescope: News of Other Armed Services	44
Bulletin Board	46
The Story of Navy Manpower	47
School Required for Advancement	48
Postgraduate Training	50
Legislative Roundup	53
Directives in Brief	56
Books: Lives and Legends Lead List	58
Book Supplement: *Expendables of 1898*	59
Taffrail Talk	64

• FRONT COVER: This Independence Day, more than ever the world's freedom-loving people look to the U.S. for leadership and example. Here William J. Winters, Jr., YN1, USN, faces the music and salutes as the national anthem is played aboard a naval station. See special section on *Naval Courtesy Ashore and Afloat*, beginning on p. 27.—*All Hands* photo by Walter G. Seewald.

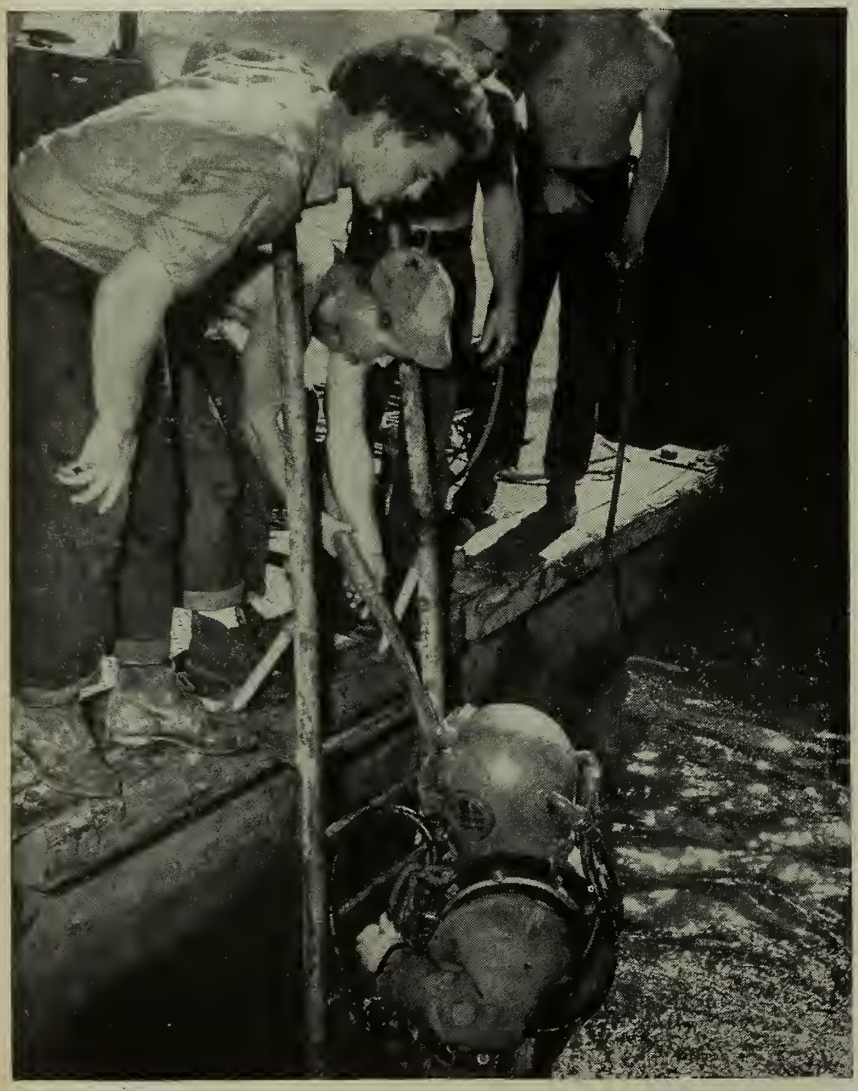
• AT LEFT: A group of marines of the marine detachment on board USS *Albany* (CA 123) listen to a lecture by MSgt W. G. Ferrgino, USMC, beneath the guns of turret three.

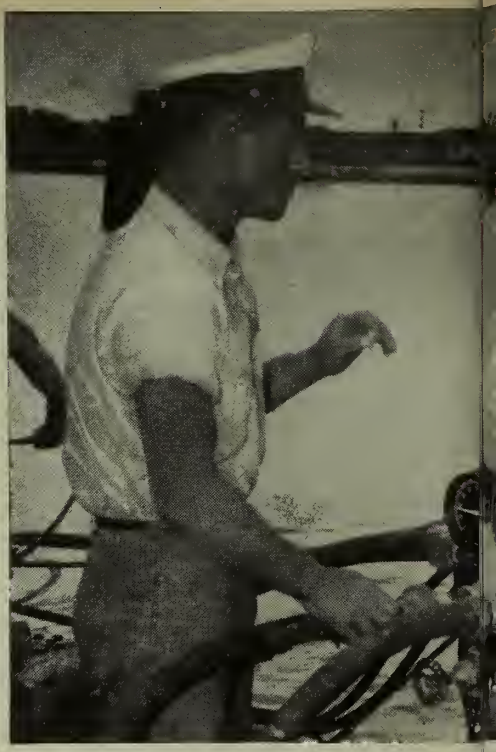
CREDITS: All photographs published in *All Hands* are official U.S. Navy photos unless otherwise designated.

SALVAGE SAGA



PRIOR to salvage, *Oneyana*, (YTB 262) lay five fathoms deep in Pear Harbor, T. H. (above). Below: Diver descends to excavate under the hull.





ONEYANA (YTB 262) was raised by a Navy salvage crew in 43 days. She lay in 28 to 30 feet of water off Iroquois Point in Pearl Harbor following a collision with uss *General H. W. Butner* (AP 113). The pictures on these pages show the progress of salvage operations begun three days after the accident.

Divers excavated under the tug, using small demolition charges to break away coral and Falcon nozzles to push aside



BRIDLE is rigged to YTB 262 and to the pontoons for tow to a drydock in Pearl



debris. Chains were then worked into positions under the hull and, since floating cranes were not available, four YSP pontoons were sunk off the tug's bow and stern and secured to the chains.

With all four pontoons blown dry and exerting a lifting force of 80 tons each, *Oneyana* rose slowly from the floor of the harbor. Supported by the pontoons she was towed to drydock where she was repaired and returned to service.



Harbor where she was repaired. Tug was sunk in collision with Navy transport.



CHIEFS prepare to blow out the YSP pontoons already attached (at left). Above: Air vent hoses are rigged to pontoon before it is sunk into position.



DIVER waits, face-mask in hand, for instructions from salvage vessel (above). Below: All pontoons blown, *Oneyana* rides 10 feet off the bottom.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• OVERPAYMENTS — The Bureau of Supplies and Accounts has reminded naval personnel that an audit of the books will eventually uncover any overpayment that has been made with Navy funds.

So, if overpaid, it is best to speak up at once.

If this is done, the account will be kept straight; if it is not, the payee will have to pay it back in the future when it may not be convenient.

Recognizing, however, that an overpayment is its own mistake, the Navy does have an "easy payment" installment system of repayment of money "unknowingly and honestly accepted."

• OFFICERS' ORDERS — To avoid duplication, offices under orders will henceforth send only one copy of their orders to BuPers.

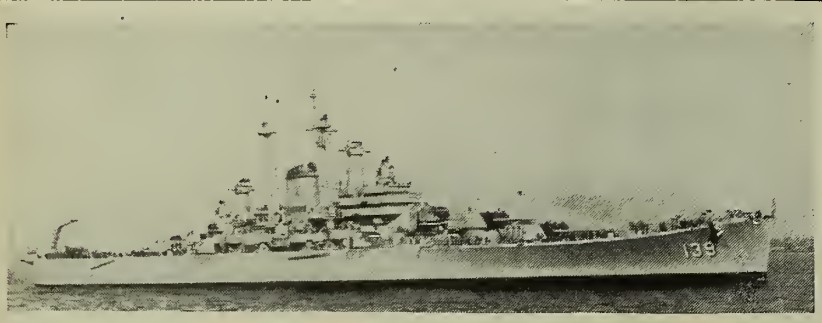
This copy is to be the final one, i.e., the orders complete with *all* endorsements, including the one at the officer's final destination or at completion of duty.

BuPers has in the past received many incomplete copies of orders and endorsements, BuPers Circ. Ltr. 84-49 (NDB, 15 May 1949) states. The directive makes it clear that BuPers needs only one copy of an officer's orders—the complete one.

Present practices, it continues, are "wasteful of postage, time and paper" and should be stopped.

This order, however, will not affect the requirement of staff corps officers that they send an additional complete copy of their orders to their cognizant bureau as well as to BuPers.

The directive concerns these orders: permanent change of duty, temporary duty, temporary additional duty, medical transfer, release, retirement, resignation or initial orders to duty (other than training duty).



ARMED with fully automatic, rapid-firing 8-inch guns, USS *Salem* is fully air-conditioned, will carry helicopters instead of usual scout planes.

USS Salem, Newest Heavy Cruiser, Joins Fleet

"The need for a spirited Navy was never greater," Vice Admiral Robert B. Carney, USN, told the personnel of the fleet's newest heavy cruiser, USS *Salem*.

In a message to the ship's commanding officer, Vice Admiral Carney, Deputy CNO for Logistics, called upon all hands to begin life in their new ship in a spirit of perfection and precision.

"The sea and its control are still and always will be essential to our national welfare and security, and the need was never greater for a spirited Navy, manned by spirited and proficient and determined men," he said.

USS *Salem*, a fully air-conditioned ship, is armed with automatic, rapid-firing 8-inch guns. Helicopters instead of planes will fly from her deck. She is a sister ship of USS *Des Moines* and USS *Newport News*, both commissioned earlier.

The sleek new 17,000-ton cruiser was commissioned during a ceremony at the Boston Naval Shipyard.

• FLIGHT DUTY — Under a new plan, BuPers each year will review the status of naval aviation ground officers who are drawing flight pay to see if they should be continued on flight duty.

The Bureau will determine whether flight duty is necessary to the performance of duty by naval aviation observers.

Recommendations and constructive suggestions, forwarded by commanding officers, were used by BuPers in its first annual review of the observers for fiscal 1950.

Ground officers affected are naval aviation observers, observers (aerology), observers (navigation), observers (radar) and technical observers.

• LTA TRAINING — A new class will convene 15 August at NAS Lakehurst, N. J., including a number of HTA fliers who will receive instruction in lighter-than-air. This class will be part of a long-range program designed to increase the integration of LTA into the naval aeronautic organization.

HTA aviators who go to Lakehurst will receive a six-month course. After graduation, all will be assigned for two years to LTA squadrons based on the U.S. east coast. Thereafter, they will rotate between LTA and HTA duties. While undergoing training at Lakehurst, aviators will have access to service-type planes to maintain their efficiency in HTA flying.

• ALIEN WIVES—All enlisted personnel concerned should contact their commanding officers before requesting permission to bring an alien wife or prospective bride into the United States. Commanding officers of ships operating in foreign waters are kept informed of the latest regulations on this subject, which vary from time to time.

The length of time required before an alien wife can enter the U. S. varies, depending on various factors such as the time required by the applicant (the wife) to procure a birth certificate and proof of citizenship. Her papers then must be approved and she must obtain a medical certificate, as no one is allowed to enter the U. S. unless physically fit.

The quickest and most satisfactory results may be obtained by contacting the office of the nearest American Consul, stating what is desired and requesting information in regard to the necessary procedure. This changes from time to time in different coun

Radiological Defense Data Must Be Cleared for Release

A new directive requires that radiological defense literature, including lesson plans for formal courses which have been prepared but not submitted for approval, be forwarded to the Chief of Naval Personnel for review. The letter further directs that future publications and courses be submitted in the same way before being released.

The directive concerned is BuPers Circ. Ltr. 82-49 (NDB, 15 May 1949). The Bureau does not wish to curtail initiative in any way in regard to preparation of radiological defense publications and courses of instruction, the letter points out. To coordinate such publications and courses and to insure accuracy and correct classification, facilities have been set up for review by a competent authority, the directive adds.

tries and depends on the quota assigned citizens of those countries.

It is suggested that servicemen write to the Bureau of Immigration and Naturalization Service, Washington, D. C., requesting information pertinent to his case and asking that several copies of Form I-133 be forwarded to him for completion. These forms must be cleared with the American Consul of the country in which his wife or prospective bride lives. The Consul can take no action until the necessary papers have been cleared by the State Department, after which permission is given for the issuance of a visa.

Another requirement is that an affidavit be signed by an interested party in the U. S., indicating that living accommodations have been prepared for the person seeking entry in the U. S., and that provisions have been made for her care until she has a permanent place in which to live.

In cases where it is established that there is a Red Cross agency nearby, it is suggested that the serviceman request Red Cross assistance and advice before filing application for admittance of his wife or prospective wife.

Men of the four lowest pay grades (SR, SA, SN, PO3) are *not* entitled to transportation for their dependents and men of other ranks are entitled only in connection with a change of permanent duty station.

• ACCOUNTING SCHOOL — The need for men trained in the use of accounting and tabulating machines will be met by a new Navy school.

Naval School, Machine Accountants, Class C-1, accepted its first class of students 5 July 1949 and will graduate a class of as many as 25 each eight-week period beginning 29 August.

The new school is located at Treasure Island, San Francisco, Calif., and will enroll enlisted men in the first three pay grades who are on duty at units using accounting and tabulating machines.

Curriculum for the school has been worked out by the officer in-charge in cooperation with a nationwide manufacturer of accounting machines.

• PER DIEM The Navy has modified its per diem rates to coincide with those of the Army and Air Force.

Under old rates, officers under repeated travel orders were allowed $7 per day for more than 24 hours travel and the actual expense turned in if they traveled for less than 24 hours.

Under the new rates, they will still receive $7 per day for more than 24 hours travel but will be paid in one-fourth-of-a-day figures for less than 24 hours travel.

Here's how it will work. For each six-hour travel period or fraction thereof, an officer will receive one-fourth of the $7 daily allotment, or $1.75 (unless travel is entirely between 0800 and 1800, in which case no per diem is allowed).

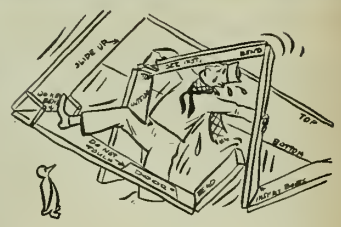
Thus, an officer in a travel status for 9 hours (overlapping the above non-per diem period) will receive 2 times $1.75 or $3.50 as his reimbursement.

• MEDICAL DIRECTOR—A new office—that of Director of Medical Services for the National Military Establishment—has been established by the Secretary of Defense. The Director of Medical Services will head the new Medical Services Division in the Office of SecDefense.

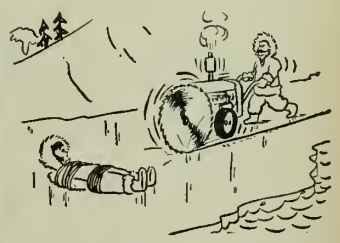
The Director of Medical Services may be a civilian or an officer of any of the armed services. At the time this was written, no director had as yet been appointed.

While establishing the new office and division, SecDefense also set up an Air Force Medical Department. He authorized the transfer to it of 100 Navy and 100 Army medical officers for temporary duty to help meet the shortage of medical personnel in the Air Force.

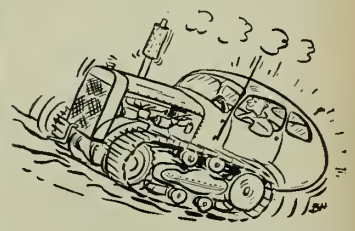
HERE'S YOUR NAVY



The Bureau of Yards and Docks has developed some interesting items for making arctic operations more effective. One development is a prefabricated portable wanigan. (In arctic usage, a wanigan is a cargo carrier or personnel shelter.) The BuDocks wanigan is made of six folding sections. With the six sections unfolded and assembled, the wanigan is eight feet high, eight feet wide and 24 feet long.



Another item is an engine-powered circular saw adapted to cutting ice. The saw can cut ice up to 16 inches in thickness. (Ice, in the Arctic, is a valuable source of fresh water.) A crew of six men using a "weasel," slings, hand tools and the tractor saw can cut and stack approximately 40 tons of ice in an eight-hour day. A setting determines depth of cut, avoiding excessive throwing of water.



A torque-converter tractor is specially equipped to overcome constant gear shifting often made necessary by rough terrain in the Arctic. A fluid drive is used in connection with a two-speed transmission. Besides cutting down on gear shifting, the drive results in smoother pulling with less shock and strain on the tractor. The 40,000-pound tractor produces a 36,000-pound drawbar pull, employing a 163-horsepower engine.

AMBASSADORS OF



CARIBBEAN AREA—Sailors feed fat and friendly pigeons in a quiet courtyard of the time-worn Cathedral of Santa Maria in the Dominican Republic.



CEYLON—Snake charmer mesmerizes cobra and fascinates onlookers (above). Below: Three salts and a salesgirl smile together in Port-au-Prince, Haiti.



IN these somewhat confusing days of technical wizardry, electric blankets and glass ice cubes, it's only natural that you as a Navy man might wonder:

"In addition to my duties as a technician, how do I fit into this Navy organization . . . exactly what's expected of me?"

And along about the time you make that first liberty boat at Ras Tanura, you may have your curiosity scratched with another little insistent, soul-searching query:

"What is my job as a representative of the Navy—and the American people—while I'm dodging taxis in this liberty town?"

It sounds simple—and to some fellows it might sound like a good subject for a hell-fire-and-brimstone sermon from the pulpit of the little red church. But to the man who understands his career position in any organization, whether it's the Navy or competitive business, it makes sound and solid sense.

Today, the question is doubly important because of our globe-circling cruises touching those strange and mysterious ports of the world where the label "Made in the U. S." may be



ORAN, ALGERIA—In native bazaars good-natured bickering is vital part of every

GOODWILL

as unfamiliar as a yo-yo to a rickshaw jockey in Tung Shan.

It's also a continuous challenge to every Navy man—whether he's on the beach in Sac City, Iowa, or just stepping onto the landing at Pago Pago.

"What is my responsibility as a Navy goodwill ambassador"

That's right, Mac, we're *all* Navy ambassadors—with or without portfolio—and the people of the world are very curious about these fabulous Yankees who handle a jeep like an F-80 and can produce be-bop from a flute.

To All Hands has come letters such as a recent communication from the American Embassy in Bogota, Colombia. It seems that about 5,000 officers and men from USS *Cambria* (APA 36), USS *Noble* (APA 218), USS *Vermilion* (AKA 107), and USS *Schmitt* (APD 76) hit the beach to sample Cartagena's variety of bullfights, cockfights, and taxi tours.

The Navy made a tremendous hit through the efforts of every man in TransDiv 21.

El Espectador, a Bogota newspaper, said: ". . . the American sailors, different from other foreign sailors who



sale (above). Right: Smartly dressed marines shop for perfume in Cannes, France.



RIO DE JANEIRO—Sailors (above) wait for a cable car to take them to top of spectacular Sugar Loaf Mountain—world-famous South American landmark.







PLEASANT Puerto Rican salesgirl sells baskets to chiefs (left). Right: Sailor visits pottery plant in Vallauris, France.

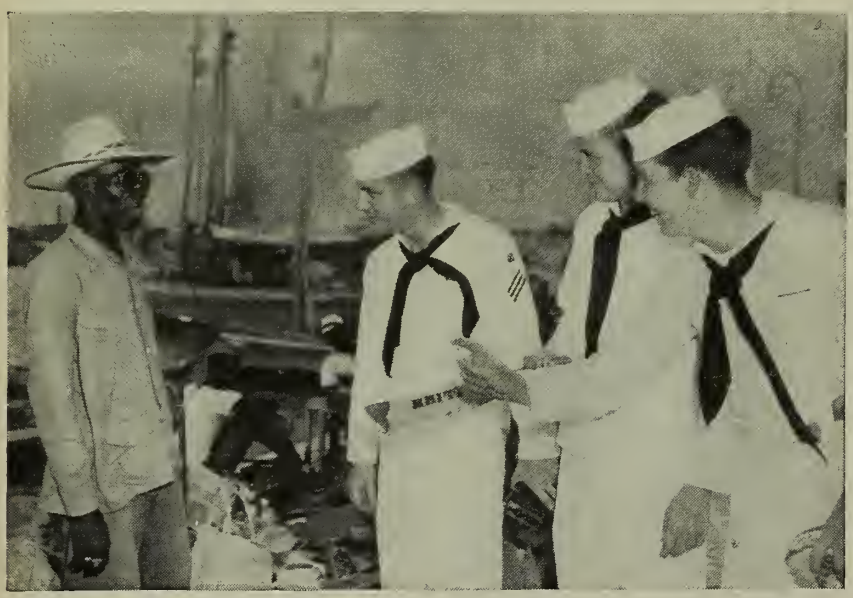
have visited us recently are well dressed and impeccably clean, their hair well combed and their shoes shined. . . ."

The bluejackets didn't provoke a single incident (nor did they leave any unpaid bills), and they didn't bulldog any steers on the main street. Nobody kicked a hole in the old wall built to protect the city against the pirates, and the sailors were given an official "price list" to stretch their Colombian pesos. They liked the port.

That visit sold the people of Cartagena on the American people, demonstrated that each bluejacket was a member of a proud and disciplined organization, and greased the ways for the next Navy men who drop their hook in the harbor.

That word *public relations* has taken quite a booting around in recent years and some of the slide rule experts have originated some interesting theories as to how far you can stretch it. But one necessary ingredient, whether you're selling razor blades in Bangkok or pandas in Tripoli, is *ordinary courtesy*.

Reams have been written on military courtesy ("By your leave, sir" . . .) but that isn't the only kind of courtesy that enters into answering your question about being a Navy goodwill representative.



CURIO seller and sailors bargain and joke together on Haitian waterfront. Courtesy is the touchstone to success in dealing with people everywhere.

Somebody once defined courtesy as "an essential lubricant of any machine composed of human beings" and that rings the bell pretty solidly.

No individual, by virtue of the uniform he wears, the number of stripes he carries, or the position he holds, can successfully ignore the common rules of courtesy and long demand the respect of the people he contacts. It may range from not flipping cigar ashes on your host's rug to returning a 21-gun salute—but it's still an essential ingredient in human engineering.

Such is your "collateral" duty as a Navy goodwill ambassador—or a public relations man.

As in other walks of life, the man in uniform is judged as an individual. But merely wearing a uniform doesn't always make him a good citizen . . . or a capable representative of his service. It only indicates his membership in an organization with a rich history of effort on behalf of human liberty. The uniform doesn't tell us whether he is giving his best effort for the principles the uniform symbolizes.

As a man in uniform, you have an unusual opportunity to reflect the highest type of American citizen.

That's one answer to that insistent little query:

"What is my job as a representative of the Navy—and the American people —while I'm dodging taxis in this liberty town?"

And the town can be anywhere from the mesquite-dotted banks of the Rio Grande to the steaming bazaars of Khanh-hoa.—LCDR George Dennis, Jr., USN.

Sky-Going Viking

WITH A WHOOSH of exhaust vapor from its alcohol and oxygen-burning motor, the Navy's pencil-shaped *Viking* rocket was launched at White Sands Proving Ground, Las Cruces, N. M., and climbed skyward at three and one-half times the speed of sound —2,250 miles per hour.

Six minutes later it fell to earth 10 miles from the launching site, after climbing to an altitude of 51 and one-half miles.

No sooner had statistical information been analyzed than the Navy announced that a second *Viking* was being assembled for test firing. The second missile will incorporate design modifications discovered necessary after the first of the new rockets was fired.

The Navy plans to build and launch 10 of the five-ton *Viking* rockets under its present long-range program. Each successive rocket will utilize the experience gained from previously fired missiles by incorporating necessary changes in design. The Navy's aim: Develop an American high altitude rocket that will exceed the German V-2 in performance.

Although originally conceived as a vehicle for carrying instruments in the upper atmosphere, the development of the *Viking* is expected to be a long stride forward in the development of guided missiles. Its rocket engine develops better than 10 tons of thrust for more than a minute after takeoff. Its weight-carrying capacity and stability make it adaptable as the first or intermediate stage of a multi-stage rocket. While extreme altitude was not the object of the initial flight of the *Viking*, scientists expect it to climb 200 miles or more at maximum thrust.

It is planned to try for optimum performance in future flights.

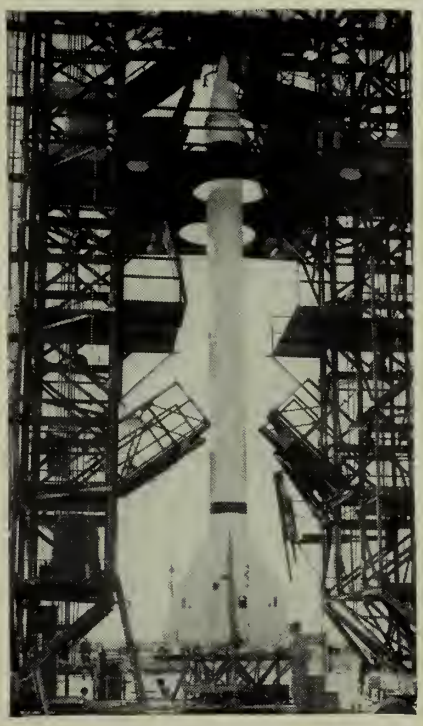
During its initial flight no controls except those needed for stabilized flight were used on the *Viking*. However, the rocket can be adapted for remote control travel if guided use is desired.

The *Viking* has the most powerful and efficient liquid-fueled rocket motor yet developed in this country.

A rocket previously developed by the Navy, the *Aerobee*, is now being used by all branches of the National Military Establishment for a wide variety of scientific purposes.



ROARING ALOFT on its initial flight, the Navy's *Viking* research rocket reached an altitude of over 51 miles, and a speed of 2,250 miles per hour.





DRAWBRIDGE type platforms on the loading rack make it possible to work on any part of the rocket (left). Right: The *Viking* stands in firing position.

They Speed the Word Around the Ship

WHEN a ship is under attack the captain needs a lot of information and he needs it in a hurry.

On the bridge, the "squawk box" blurts out a message; sound-powered telephones hum with urgent conversation; the automatic telephone bell rings to summon the quartermaster; a curt order is barked into the ship's announcing system.

Using these channels of communication within the ship, Combat Information Center gives the skipper a running account of the attack, Control sends down results of firing, lookouts snap out their reports and engine rooms tell the captain how much speed they can provide.

Facts and figures from men and instruments all over the ship flow toward the bridge—and orders and information flow back from the bridge to stations where it is required—and required fast.

It is the job of the IC electrician to maintain these lines of communication that carry this life-and-death data to the bridge from the farthest part of the ship.

The "IC" in IC electrician stands for "interior communications" — but the scope of action of the IC electrician is broader than the rating indicates.

Not only must he maintain and repair the ship's announcing systems, automatic telephones and sound-powered telephones, he must also be an expert in the complex workings of the gyro compass and its many repeaters as well as a whole battery of sensitive instruments ranging from the wind indicator to the pitometer log.

And when the crew groans as the light in the movie machine goes out during an evening show, it is the IC electrician on duty who must be johnny-on-the-spot with a replacement.



DEMONSTRATION method of teaching using simulated shipboard conditions will stand IC school trainees in good stead when they reach the fleet.

To produce experts such as these requires careful training. The final phase of this training is accomplished at Naval School, IC Electricians, Class B, Anacostia, D. C.—one of the Advanced Technical Service Schools operated by the Navy in the Washington area.

This school is an outgrowth of the old Electrical Interior Communications School, commissioned at the Navy Yard, Washington, D. C., in 1930. When the school was moved to the Naval Research Laboratory three years later, it had a staff of one officer-in-charge, five CEM instructors and a capacity of 100 students a year.

Meanwhile, a gyro instruction school had been established at the Naval Shipyard, Brooklyn, N. Y., to teach electricians to service the Navy's gyro compasses.

The demands of World War II meant an increased need for electrician's mates qualified in IC instruments and in gyro. So the Washington school was moved once more, this time to its present location at the Naval Receiving Station, Anacostia.

In the postwar period, the old electrician's mate rating was split into two ratings—electrician's mate and IC electrician—and the Brooklyn gyro school with all its equipment and some of its key personnel was shipped to Anacostia. The new IC course—with gyro added—was extended to 42 weeks.

The staff today consists of an officer-in-charge, three electricians and 21 IC instructors. The School's quota is 185 men a year.

The new course is divided into six parts:

- *Basic math and electricity*—The foundation of the course. This review prepares the student for the complex circuits he must analyze later.
- *Audio-frequency systems* — Students master audio-frequency amplifiers (microphones), test equipment and the MC announcing system used on all types ships.
- *Sound motion picture machines*—Students learn maintenance, trouble-shooting and adjustments of both 35-



VARIED FIELD of the IC electrician includes care of Bailey low flow superheater devices (left), movie machines (right).

mm. and 16-mm. movie machines. Also film and wire recorders.

• *IC instruments*—He becomes an expert on pitometer logs, shaft revolution indicators, wind direction and intensity indicators, sound-powered telephones, engine order telegraphs, salinity indicators, draft indicators, fire alarm systems and steam indicators.

• *Automatic telephones*—He masters six different complete automatic dial telephone systems that he may meet when he goes back aboard ship.

• *Gyro compass*—The home stretch. He learns the theory of balancing and leveling and how to maintain, repair and adjust two types of Navy gyros and associated instruments like the pelorus, alidade and dead reckoning equipment.

In all this instruction, "Seein's believin'" is watchword. Instructors make liberal use of training aids such as mock-ups, operational models and blown-up wall charts and diagrams.

More than 50 models that graphically illustrate the subject matter have been made to order right at the school. Craft-wise instructors spend part of their between-class time constructing the devices and drawing the wall charts that will help dramatize their subject in the classroom.

All instructors are former graduates of the school and have put their knowledge to the acid test aboard ship.

Students, too, must have a good general background. They need it to absorb the quantity of material that is presented to them at the school. Students must be IC second class or above to be eligible and must undergo a careful screening process before being admitted.

Candidates must have a combined MKMECH and ARI score or MKELECT and ARI score of 110 as well as at least two years of high school math or its equivalent. They are assigned to Anacostia on a returnable quota and must agree to 30 months obligated service from their date of enrollment.

To enable ICs to get a head start toward their Class B training, the staff of the school recently published a "prep school" course booklet.

This course booklet, one of the first of its kind in the fleet, is available through the school to any IC electrician who wants one. Its mastery will provide the incoming student with a "cushion" of background knowledge that will stand him in good stead in his study at the school.

The average day begins for the IC student at 0750 when he goes to his morning lecture or laboratory period. Lectures often are combined with



EXPERTS in some of the Navy's newest and most complex equipment are trained at the IC school. Instructor (above) explains a film voice recorder.



NEW SECNAV Francis P. Matthews (left) is congratulated by SecDefense Louis Johnson following the swearing-in ceremony in Mr. Johnson's office.

Matthews Succeeds Sullivan as SecNav

Francis Patrick Matthews, an Omaha lawyer, is the new Secretary of the Navy.

Mr. Matthews was appointed by President Truman to fill the post left vacant by the resignation of the former SecNav, John L. Sullivan.

At the same time, Dan A. Kimball became Under Secretary of the Navy. Mr. Kimball was formerly Assistant Secretary.

The new secretary, who received the Medal for Merit for his work on the President's Committee on Civil Rights in 1946, was born in Albion, Neb., in 1887, the son of Patrick Henry and Mary Ann (Sullivan) Matthews.

He received his A.B. from Creighton University in 1910 and his A.M. from the same college the following year. He was admitted to the Nebraska bar in 1913.

Mr. Matthews is a counsel for the Nebraska and Wyoming branches of the Reconstruction Finance Corporation and chairman of the board and director of the Securities Acceptance Corporation of Omaha.

He also serves on the board of directors of a radio station and a telephone company.

A former member of the Democratic Central Committee, the new secretary is also prominent in community, educational, social and church activities in Omaha and throughout Nebraska.

Mr. Matthews is a Catholic and is the father of five daughters and one son.

In 1943 and 1944 he toured England, Ireland, Scotland and various countries in the Middle East in connection with welfare services for the U. S. armed forces.

The appointment of Mr. Matthews to be SecNav followed the resignation of John L. Sullivan on 26 April after 19 months in office.

In submitting his resignation to the President, Mr. Sullivan wrote: "It is with profound regret that I submit to you my resignation as Secretary of the Navy effective at the earliest date convenient to you.

"It is almost four years since you called me back into federal service. For the three appointments you have conferred upon me (Secretary, Under Secretary and Assistant Secretary for Air) and, even more, for the day to day consideration, kindness, and friendliness you have manifested toward me, I shall always be grateful."

actual handling of the equipment to give him the "feel" of the intricate mechanisms.

Following an hour break for noon chow, the student goes back into the classroom or lab until 1520. The final hour of the day is spent in athletics—a relief from the concentrated effort in the classroom.

Billeted at the Naval Receiving Station, students have plenty to do in off-hours with a full schedule of station movies, an indoor swimming pool and gym, a full intramural and varsity sports program and a hobby shop.

In addition to training expert IC electricians, the ICE School, Anacostia, also tests new equipment that graduates may find aboard their ship when they return to the fleet.

New pieces of IC equipment and modifications of existing instruments are sent to the school "proving grounds" by BuShips for testing and comparisons. At present, a trial model of a new MC set that would keep down background chatter without straining out the speaker's voice is undergoing thorough tests by the school.

With each passing year, Navy ships and planes become more and more complex. IC Electrician School, Anacostia, is doing its part to produce technicians expert in the newest of some of the Navy's most intricate equipment.

Powerful, New Cargo Planes

Eight new cargo planes, designated as the R4Q-1 by the Navy, are being assigned to the Marine Corps.

The new plane is first to undergo evaluation tests at NATC, Patuxent River, Md. It is a modification of the C-82 *Packet*, capable of carrying an 18,000-pound payload a distance of 2,000 miles. Fueled for a shorter journey, it can carry an even heavier cargo.

Increased power is the greatest change from the older C-82. The new *Flying Boxcars* are propelled by two 28-cylinder engines which give faster climb, increased speed and greater carrying capacity. New dual-wheel landing gear with 14-ply tires support the heavy plane while sparing runways of excessive concentrated loads occasionally encountered in landings.

Upon completion of tests, the planes will be sent to Air Fleet Marine Force Headquarters of the Atlantic Fleet, Marine Corps Air Station, Cherry Point, N. C.





SHIPBOARD TEAMWORK

RESERVES went aboard USS *Kearsarge* (CV 33) for a two-week training cruise in southern waters.

On liberty in Port of Spain, Trinidad, Reservists purchase souvenirs of the cruise (above left).

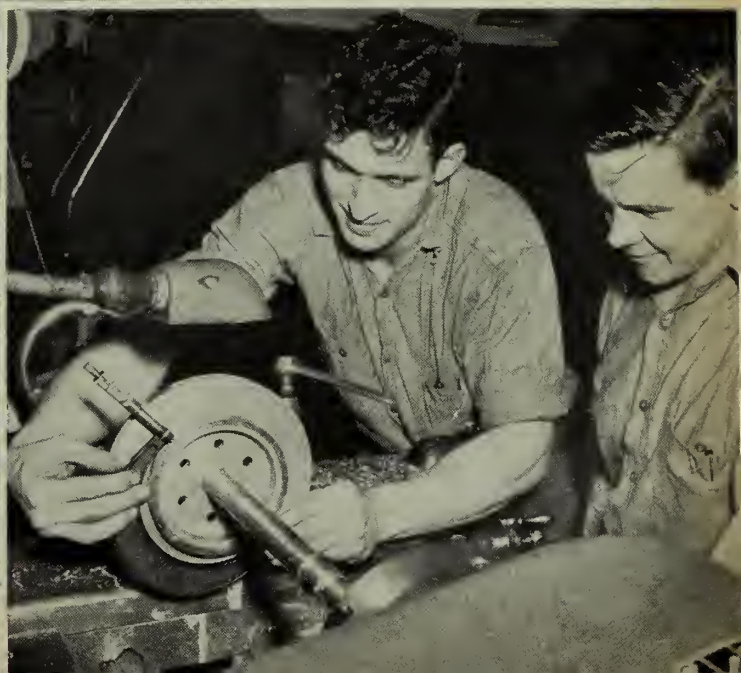
USNRs receive instruction from a Regular in the metalshop of *Kearsarge* (above right).

A chief gives two Reservists the word on the proper method of tying down aircraft (right).

In the machine shop (lower right) and the charthouse (lower left) Reserves and Regulars work together to their mutual advantage.









NO SHORTCUT in war . . . Occupation is decisive . . . The Army must be transported across the wide and wet oceans.

Strong Navy Means Freedom of the Seas

SHOULD the United States ever be attacked again, it will come "with even more startling suddenness" than the Pearl Harbor strike.

This is the firm opinion of Admiral Louis E. Denfeld, USN, Chief of Naval Operations. It was voiced before the Military Order of Foreign Wars of the United States, Pennsylvania Commandery, in Philadelphia.

Although the Navy's top ranking officer noted that "an incident in the far reaches of the world can plunge the whole globe into conflict" and that "maintenance of peace today is very tenuous and delicate," his speech reflected more of optimism and confidence than of anxiety over the future.

"I firmly believe," he said, "that the United Nations will develop an antidote to war."

In the meantime, however, the admiral believes that preparedness on the part of a strong military establishment is an interim necessity.

"Our Army, Navy and Air Force are the best insurance that our country has against war. It is good insurance only when it is ready to wage instant, devastating retaliation," he stated.

Speaking directly to the veterans before him, Admiral Denfeld told them: "You gentlemen have known war, you understand what war means in relation to the nation and what the nation needs to maintain its security.

"But I am afraid," he added, "that the country as a whole does not fully understand it—and it must, if the United States is to remain at peace."

He called to their attention that when their organization was founded at the end of the last century, the United States was a newly emerged novice as a world power. In the meantime, he pointed out, this nation has become the acknowledged leader of one half of the world.

"We have, in this shrinking world, had to assume great responsibilities. We have a trust to the freedom-loving people of the world on which we cannot renege."

His words were pointed at not only strength in the military establishment but balance as well—as opposed to overemphasis on any one service.

Need Emphasized for Balance And Strength Within U.S. Military Establishment

"There is no shortcut in war. . . . To win, our men must physically occupy the enemy's homeland. Occupation is the decisive thing that ends a war. And to occupy a land—indeed to invade that land—the Army must be transported across the wide and wet oceans that surround our continent. . . . They must be able to cross those seas in safety. This is the job of the Navy. . . ."

The only way to maintain freedom of the seas for the passage of supplies and men, he pointed out, is through sea power—"a Navy second to none, ready and able to sweep the seas of hostile vessels, plying the surface of the sea, the air above the sea, or the waters under the sea.

"We can do this job successfully if we have the tools to do it. And our tools are the many types of vessels that make up our modern fleet—aircraft carriers, with the planes they carry, cruisers, destroyers, submarines, patrol craft . . ."

Calling attention to the fact that the United States has been on the receiving end of attack at the beginning of every war except possibly the Revolution, the admiral pointed out that this country is at a preliminary disadvantage at the start because the

initiative is on the side of the aggressor.

"Although the enemy will strike first," he said, "our own strategy will be offensive. Even in the early days of the last war when the Japanese were spreading through the Orient in a seemingly inexorable advance, the military planning of our Navy was offensive-minded."

Even though the Navy was deprived of most of its power at Pearl Harbor, it did whatever was possible with few tools in seeking out and attacking the enemy. After the Battle of Coral Sea, seven years ago, the tide began to turn as naval aviation "proved itself an indispensable part of sea power."

Since the United States is an island continent, he pointed out, the first attack of a future war when and if it comes, will come across the sea. No predictions were made as to what form such an attack might take, but the job of the Navy in this occasion was clear in the admiral's mind.

". . . it will be up to the Navy to turn it back. It will be up to the Navy to press our own attack in retaliation, by keeping the seas swept of hostile vessels and by protecting the routes our Air Force will have to travel to reach their targets in hostile territory. We will insure that those routes remain safe for our convoys carrying the much needed supplies to our allies, and to our bases abroad that we may still retain after the first onslaught."

The latter part of the speech reflected a little of the thought that goes into planning and preparing for any eventuality, and the admiral found the Navy's job as no easy matter.

"Despite the rather widespread belief that there is no nation left in the world with a Navy that could dispute our mastery of the seas, there is one country with whom we are scarcely on intimate terms, who has an underseas fleet of potentially dangerous size. If this country should decide to oppose our democratic way of life, it is extremely likely that the bulk of this modern underwater navy would do its utmost to prevent the United States from helping our continental allies."

The Navy's efforts are pointing straight at offsetting large submarine fleets in the hands of potential enemies. "We are concentrating the majority of our naval research in finding a way to combat effectively this kind of menace," he stated.



NOW OUTMODED, SB2C *Helldiver* compiled glorious war record. Known affectionately as 'The Beast' more than 6,000 were built before war's end.

War-Famed Helldivers Retired from Active Duty

The career of the famous Navy *Helldivers* came to an end when 15 of the doughty dive bombers took to the air from the carrier USS *Valley Forge* (CV 45) near San Francisco to fly to San Diego. Pilots flying the planes were from San Diego-based Attack Squadron 54.

The squadron had boarded *Valley Forge* three days earlier at San Diego, along with Attack Squadron 55 and Fighter Squadron 53. During the cruise from San Diego to San Francisco, all squadrons carried out routine flight schedules—flying from a rolling deck under cloudy skies. The annual readiness inspection was held, keeping the planes in the air most of the daylight hours.

Attack Squadron 54 was the last air unit on active duty in the Navy still using the outmoded Curtiss dive bomber. Arrangements have been made to replace the *Helldivers* with new Douglas *Skyraiders* soon, according to reliable sources.

Production began on the *Helldiver*—known in airmen's slang as "The Beast"—in 1943, and before the war's end more than 6,000 had been completed. It replaced the *Dauntless* divebomber.

Although a fairly heavy plane at 19,000 pounds, the new *Skyraider* is manned only by a pilot. Its bomb or torpedo is carried externally and the plane is designed to act as a fighter after the load is dropped.

The training cruise of USS *Valley Forge* lasted more than three weeks.



REPLACEMENT for *Helldiver* with VA-54 will be hard-hitting *Skyraider*. Armament consists of bombs and torpedoes as well as aircraft rockets.

1949 All-Navy Boxing Tournament a Spectacular Success

THEY came from Navy ships and bases all over the world—muscular, rock-fisted sailors who had battled their way through district, area and group competition for a crack at the All-Navy boxing crowns. Then they climbed through the ropes of rings at NAS Alameda and Oakland, Calif., to stage one of the greatest All-Navy boxing championships ever held.

Before a battery of television, newsreel and press cameras and 25,000 enthusiastic fans, 64 contestants slugged, punched and boxed for eight glittering titles.

From the opening bell that set two rings in simultaneous action for the quarter-finals at NAS, Alameda, Calif., until eight new All-Navy champions were crowned in the Oakland, Calif., Civic Auditorium, it was a rock, sock, knockout show that will be remembered and discussed wherever Navy fighters meet.

Marked by the defeat of the two defending All-Navy title holders and popular wins by two crowd-pleasing brothers, the 1949 tournament showed the stuff of which champions are made —Navy style.

The Williams brothers—Samuel and Earl, from Hogansville, Ga.,—became the darlings of the tourney as they both won titles and shared the limelight with the fightingest Marine, heavyweight Joe Connell, PFC, USMC.

Earl Williams, AN, USN, the older of the brother act, captured the lightweight crown and set a new All-Navy knockout record in his quarter-final bout. Dancing out of his corner at the opening bell against Roger Schofield, SN, USN, Earl let fly with a straight right that finished the fight, including the count, in exactly 16 seconds.

Younger brother Samuel Williams, AN, USN, battling in the featherweight class, won a unanimous decision in the quarter-finals, a second round KO in the semi-windup, and came off the canvas after a first round knockdown to win by a split decision over Rudy Lara, Cpl, USMC, in the title bout.

Winning the title was a big honor to Sam but the greatest honor of all came after the fights were over and he was awarded the Captain Jack Kennedy Trophy as the outstanding boxer and sportsman of the tournament.

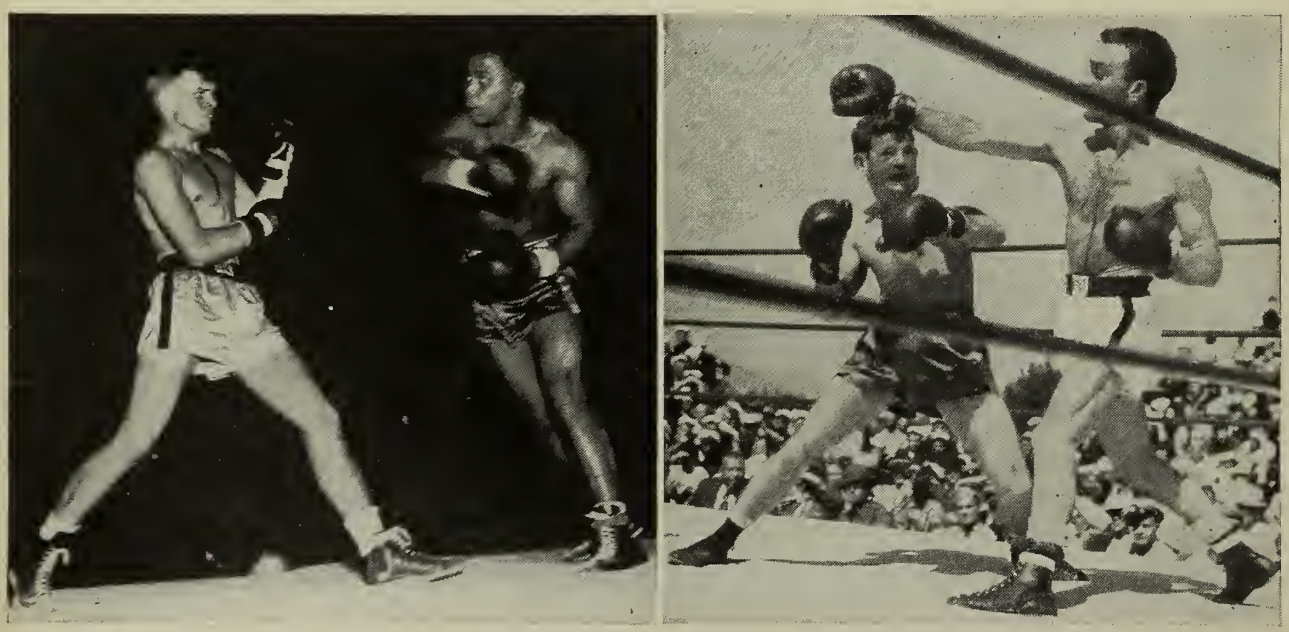
Joe Connell, the fighting Marine, a 1948 finalist for the heavyweight crown, battled his way through the prelims and met another second-year contender, Kirby Seals, SA, USN, for the title go.

Caution, science, and skill were tossed to the winds when the two met in the center of the ring. It became a bout of solid slugging for three hectic rounds. It was a mystery to the fans how these two heavys could keep dishing it out after absorbing such terrific punishment and the entire audience rose to give the Marine a full ten-minute ovation when he was declared the unanimous winner.

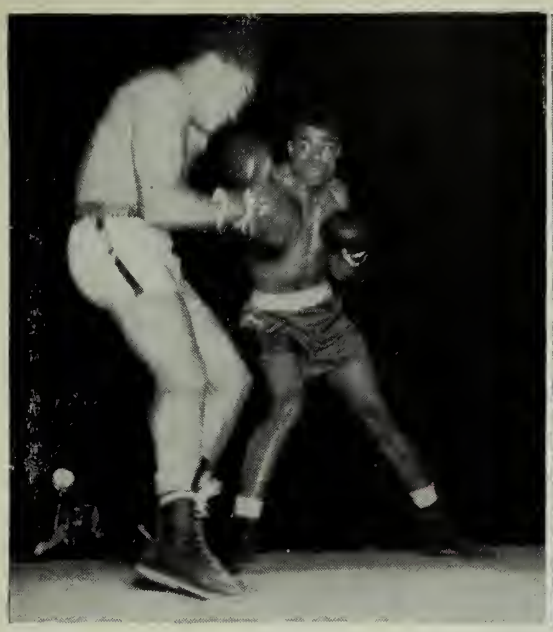
Up for the third crack at the flyweight title, Myrven "Red" Davis, Cpl, USMC, pulled the first upset of the three-day tournament when he defeated Jimmy Quinn, SN, USN, defending All-Navy title holder in the flyweight class. Red won the bout on a split verdict after both fighters had kissed the canvas once apiece during the melee. Davis went on to cop the flyweight crown via a second round KO in the semi-finals and a unanimous decision in the finals.

Dosson "King" Oliver, TN, USN, National AAU champ, met his conqueror of last year, defending champ Jimmy Depena, TN, USN, in the finals of the light-heavyweight class. The experience gained in the last year served Oliver in good stead as his crowding in-fighting gave him the edge. Staying in close kept Depena from landing his long-range power punches and "King" Oliver was named king of the light-heavyweights in a split decision.

For the second time in as many years, William Bullock, TN, USN, reached the finals of the welterweight division and for the second time he lost the top spot by a knockout. This



SLUGFEST FINALE was staged by heavyweights Joe Connell, PFC, (left) and Kirby Seals, SA, with Connell taking decision and championship (left). Right: Will Laverty, SA, (left) bantamweight, kayoes George Sklivis, BM2.





TAGGED by James Depena, TN, 'King' Oliver, TN, shook off blow and went on to capture light-heavy crown (left). Right: Proud pop J. L. Williams stands and grins between his two All-Navy champion sons, Earl (left) and Sam (right).

year it was Albert "Andy" Anderson, TN, USN, who administerd the lethal dose in the first round with a right hand that won him KO or TKO verdicts throughout the tournament.

Another boxer up for his second shot at a title came through in a blaze of glory in the middleweight bracket. Sam E. Williams, SN, USN, was hard pressed to cop two split verdicts in the prelims but blasted out a convincing first round TKO over George "Buck" McDuffie, Sgt, USMC, in the final mix. Built short and broad, Sam is called "Assassin" because of the slashing style of in-fighting he is forced to use against opponents who invariably have the reach on him. It was this style of hammering in close that blasted McDuffie.

Southpaw Dorcey Fears, Pfc. USMC, out-pointed Al Glover, TN, USN, for the bantamweight title. Clever use of the portside style of fighting by Fears kept Glover guessing for a good part of the fight and gave the Marine the needed edge for the win.

Presentations of awards to the finalists were made by VADM George D. Murray, USN, ComWesFron, at the Civic Auditorium after the final bout.

Two radio stations, KPIX television and Armed Forces Radio broadcast the entire final night's activities.—Hal Walton, AD1, USN.

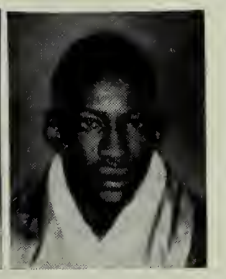
Quarterfinal Results

Flyweights—Danny Ignacio, TN, USN, NOB Guam, representing Far East Group, won by split decision over Robert E. Bustos, AMAN, USN, NAS Norfolk, Va., Middle Atlantic Group. Myrven R. Davis, CPL, USMC, Marine Barracks, Camp Lejeune, N.C., South Central Group, won split decision over James F. Quinn, SN, USN, RecSta Long Beach, Calif., West Coast Group. Teofilo Guerrero, TN, USN, RecSta Brooklyn, N.Y., Northeast Group, won split decision over Thomas Perry, TN, USN, USS *Piedmont* (AD-17), Pacific Fleet Group. Clyde H. Price, AN, USN, NAS Barber's Point, T.H., Hawaiian Group, won decision over Lawrence Giordano, AMAN, USN, VU-4, NAS Quonset Point, R.I., Atlantic Fleet Group.

Bantamweights—Floyd Taylor, SA, USN, Sub Base, New London, Conn., Northeast Group, won first round TKO over Peter J. Ialacci, SN, USN, NAS Anacostia, Washington, D.C., Middle Atlantic Group. Dorcey L. Fears, PFC, USMC, Marine Barracks, Camp Lejeune, N.C., South Central Group, won decision over Henry A. Biggert, SA, USN, NAS Moffett Field, Calif., West Coast Group.



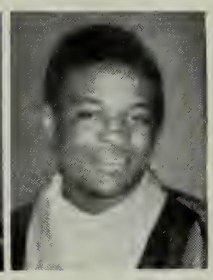
M. Davis, CPL



D. Fears, PFC



A. Anderson, SM3



S. Williams, SN

Wilford F. Laverty, SA, USN, USS *Razorback* (SS 394), Hawaiian Group, first round KO over George Sklivis, BM2, USN, USS *Yosemite* (AD 19), Atlantic Fleet Group. Albert Glover, TN, USN, USS H. A. Bass (APD 124), Pacific Fleet Group, won decision over Edward Tavares, FA, USN, NOB Guam, Far East Group.

Featherweights—Samuel E. Williams, AN, USN, MCAS, NAS Barber's Point, T.H., Hawaiian Group won decision over John H. Malloy, CPL, USMC, MCAS El Toro, Calif., West Coast Group. John J. Lyons, SN, USN, NOB Tsingtao, China, Far East Group, won split decision over William Caskey, SN, USN, NAS Patuxent River, Md., Middle Atlantic Group. Rudy R. Lara, CPL, USMC, MCAS Cherry Point, N.C., South Central Group, won split decision over Haywood Williams, TN, USN, USS *Sperry* (AS 12), Pacific Fleet Group. Robert Nichols, SN, USN, USS *Coral Sea* (CVB 43), Atlantic Fleet Group, won decision over Joe A. Gambino, SA, USN, USS *Little Rock* (CL 92), Northeast Group.

Lightweights—John C. Biancaniello, CPL, USMC, MCAS Cherry Point, N.C., South Central Group, won split decision over Joseph Marlo, MM3, USN, USS *Franklin D. Roosevelt* (CVB 42), Atlantic Fleet Group. Earl L. Williams, AN, USN, NAS Barber's Point, T.H., Hawaiian Group, won first round KO over Roger F. Schofield, SN, USN, NavSta Portsmouth, N.H., Northeast Group. Armond J. Goetter, PFC, USMC, MCRDep San Diego, West Coast Group, won decision over Ysidro Sanchez, SN, USN, NavMag Saipan, Far East Group. Edward L. Milton, FN, USN, USS *Piedmont* (AD 17), Pacific Fleet Group, won second round TKO over Eugene E. Oshorne, AN, USN, NAS Patuxent River, Md., Middle Atlantic Group.

Welterweights—Albert Anderson, SD3, USN, NAS Barber's Point, T.H., Hawaiian Group, won second round TKO over Henry Folsom, HA, USN, NavHosp Chelsea, Mass., Northeast Group. Gerald Hoover, SN, USN, USS *Warrington* (DD 843), Atlantic Fleet Group, won decision over Larry E. Myers, SR, USN, NTC San Diego, West Coast Group. William Bullock, TN, USN, VA-155, Pacific Fleet Group, won first round KO over Bernard Brannum, AN, USN, NAS Pensacola, Fla., South Central Group. Mario DeSantis, CPL, USMC, MCS, Quantico, Va., Middle Atlantic Group, won second round KO over Wilburet Holloway, CS3, USN, NAS Agana, M.I., Far East Group.

Middleweights—Phillip J. Goerish, GM2,

Sidelights and Highlights from the Ringside

Behind the scenes of any sporting event are dozens of colorful little items that seldom find their way into the final story. The 1949 All-Navy Boxing Tournament had its share of these sidelights.

* * *

The most interested—and happiest—spectator at the entire show was J. Lor Williams of Hogansville, Ga. He is the father of the Williams brothers, Earl and Sam, who won the featherweight and lightweight titles this year. Papa Williams took a vacation from the auto mechanic's job he has held for the past 16 years in Hogansville, to journey to Alameda, Calif., and watch his boys in All-Navy action.

Having his boys win two titles just about made him the happiest man in the world, but when the youngest, Sam, was awarded the Captain Jack Kennedy Trophy as the outstanding boxer and sportsman of the tourney, tears of overwhelming pride shone in the eyes of the Gentleman from Georgia.

* * *

The band from USS Boxer (CV 21) provided the musical background for the entire show. With all the lights out in the Oakland Civic Auditorium, and a single spot shining on a huge American flag, their rendition of the National Anthem gave a dramatic and patriotic touch to the semi-final night's opening.

* * *

All told, there were five fighters with the last name of Williams entered in the tourney. Three of them became All-Navy Champions.

* * *

Things happen and slip into oblivion except in the minds of the few who see or hear them. . . . The shyness and wonderment apparent on the face of Mr. Williams when he was interviewed by press, radio and television. . . . The smiling answer of Sam Williams when asked if the Captain Jack Kennedy Award had surprised him. "Gosh yes, I thought my brother Earl would win it!" . . . The dressing room jargon, understandable only to the initiated. . . . The crowds of people trying to get in to see the fights after the auditorium had far over-reached its capacity. . . . The tremendous ovation given Kirby Seals and Joe Connell at the close of their heavyweight battle. . . . The crowd of admirers who flocked around young Sam Williams seeking his autographs. . . . And the gray-haired old man who shook Sam's hand and said, "I shipped for years with Captain Kennedy and I'm proud to see you win the award that bears his name." . . . The spirit of good fellowship between two



ENTHUSIASTIC rooter cheers her favorite during quarter-finals of the 1949 All-Navy boxing tournament.

fighters who were hammering away at each other only short minutes before. . . . The managers and trainers fussing over their fighters like mother hens over their brood. . . . Two radio stations at ringside rapid-firing blow-by-blow descriptions over two networks while Armed Forces Radio on the other side of the ring sent it to the units overseas. . . . The referee giving last minute instructions to the boxers in the dressing rooms before the bouts start. . . . The swoosh and roar of the Navy jet plane that opened the tournament by buzzing Michael Field giving the audience a hair-raising surprise . . . And last but not least, the 64 fighting sailors and marines who gave the fans one of the best boxing shows seen in the San Francisco Bay area in a long time.

USN, USS *Hank* (DD 702), South Central Group, won decision over James E. Yarbrough, SA, USN, USS *Bexar* (APA 237), Atlantic Fleet Group. Sam E. Williams, SN, USN, NOB Kodiak, Alaska, West Coast Group, won split decision over Harold Odom, FA, USN, USS *Gurke* (DD 783), Pacific Fleet Group. George W. McDuffie, SGT, USMC, Marine Barracks, Guam, Far East Group, won split decision over Allen E. Morrell, SN, USN, Sub Base, New London, Conn., Northeast Group. Joseph P. Jordan, SN, USN, Roosevelt Roads, P.R., Middle Atlantic Group, won by default over Curtis Lucas, SN, USN, RecSta Pearl Harbor, T.H., Hawaiian Group.

Light-heavyweights—Charles H. Mercer, Jr., AB3, USN, ZP-2, NAS Lakehurst, N.J., Atlantic Fleet Group, won split decision over Alwin Kucharzyk, FA, USN, USS *Piedmont*, (AD 17), Pacific Fleet Group. James Depena, TN, USN, APL 31, Annapolis, Md., Middle Atlantic Group, won first round KO over James W. McClendon, PFC, USMC, Marine Barracks Camp LeJeune, N.C., South Central Group. Jesse R. Barber, PFC, USMC, Marine Barracks, Camp Pendleton, Calif., West Coast Group, won second round TKO over Edward J. Bush, SN, USN, RecSta Boston, Mass., Northeast Group. Dosson Oliver, TN, USN, NAS Pearl Harbor, T.H., Hawaiian Group, won by default over Wallace Talton, SK3, USN, NOB Guam, Far East Group.

Heavyweights—William Kirby Seals, SA, USN, FasRon 7, NAS San Diego, Calif., Pacific Fleet Group, won second round KO over Howard Carpenter, TN, USN, NavTraSta Newport, R.I., Northeast Group. James Jones, CS2, USN, NAS Norfolk, Va., Middle Atlantic Group, won third round TKO over Carl Steele, AD1, USN, NAS Pensacola, Fla., South Central Group. Henry Ebron, TN, USN, NavHosp Aiea, Pearl Harbor, T.H., Hawaiian Group, won decision over Allan Williams, PFC, USMC, 5th Service Depot, Guam, Far East Group. Joseph R. Connell, PFC, USMC, USS Mississippi (AG 128), Atlantic Fleet Group, won by default over Richard C. Schreck, EM2, USN, Naval Shipyard, Mare Island, Calif., West Coast Group.

Semi-Finals

Flyweight—Davis knocked out Ignacio in second round. Price won unanimous decision over Guererro.

Bantamweight—Fears won unanimous decision over Taylor. Glover defeated Laverty on split decision.

Featherweight — Samuel E. Williams knocked out Lyons in second round. Lara knocked out Nichols in second round.

Lightweight—Earl Williams knocked out Biancaniello in first round. Milton defeated Goetter on split decision.

Welterweight—Anderson knocked out Hoover in first round. Bullock won unanimous decision over DeSantis.

Middleweight—Sam E. Williams defeated Goerish on split decision. McDuffie won decision over Jordan.

Light-heavyweight — Depena knocked out Mercer in first round. Oliver won unanimous decision over Barber.

Heavyweight—Seals won first round TKO over Jones. Connell won unanimous decision over Ebron.

Finals

Flyweight—Myrven Davis defeated Clyde Price by unanimous decision.

Bantamweight—Dorcey Fears defeated Al Glover by split decision.

Featherweight—Samuel E. Williams defeated Rudy Lara by split decision.

Lightweight—Earl Williams defeated Ed Milton by unanimous decision.

Welterweight—Andy Anderson defeated Billy Bullock by first round TKO.

Middleweight—Sam E. Williams defeated George "Buck" McDuffie by first round TKO.

Light-heavyweight—Dosson Oliver defeated James Depena by split decision.

Heavyweight—Joe Connell defeated William Kirby Seals by unanimous decision

All-Navy Golf Tourney

The All-Navy golf tournament will be held at the Marine Corps Recruit Depot, Parris Island, S. C., during 10-13 Aug 1949—weather permitting.

Each of the Navy's eight sports groups will send a four-man team to vie for honors in the finals where the individual fairway-flailing champions will be determined by low medal score.

All play will be medal, under U. S. Golf Association Rules, plus local ground rules. Hosts for group eliminations will designate the four low medal scorers as members of the team representing their group.

Twelve golfers will be selected from the low scores in the All-Navy finals to compete against teams representing the Army and Air Force in the Inter-Service Golf Tourney to be conducted 17-20 Aug 1949 at Maxwell Field, Ala., with the Air Force as host.

Members of the Navy team who competed in the Inter-Service Golf Tournament at Monterey, Calif., in August 1948, are eligible for the All-Navy finals without participating in the eliminations. In this category are: Richard Andrew Lytle, CSC, USN; Bobby Joe Cupit, SN, USN; LT James Watt Kinder, USN; LT Edward M. Peck, USN; ENS John L. Reynolds, USN; Junior Burge Broadus, MSgt, USMC; Maj. Robert L. Conrad, USMC; Earvin Scott, EM1, USN; LT Homer L. Grosskopf, Jr. USN; LTJG Floyd H. Hatcher, USN; James Fulton Frye, TSgt, USMC; Raymond S. Borgens, YNC, USN.

All officer and enlisted personnel on active duty in the Navy, Marine Corps, Coast Guard and Naval Reserve personnel on active duty not for training are authorized to participate.

In the finals, contestants will play 18 holes of golf on each of the first two days and 36 holes on the final day of the tournament. For additional details see BuPers Circ. Ltr. 50-49 (NDB, 31 Mar 1949).

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Tennis
Week of 17 July 1949
USNA, Annapolis, Md.



Golf
Period 10-13 Aug 1949
MCRD, Parris Island
South Carolina



Swimming
Week of 21 Aug 1949
San Diego, Calif.



Softball
Week of 4 Sept 1949
Atlantic Coast



Baseball
Week of 11 Sept 1949
West Coast or Hawaii



Football
Saturday, 10 Dec 1949
West Coast

Fleet Pistol Matches

Although no All-Navy pistol champion matches will be conducted this year, two individual Fleet pistol championship matches will be held.

One match for the Pacific Fleet (Pacific Ocean Area) and one match for the Atlantic Fleet (Atlantic Ocean Area) will take place during the week of 28 Aug 1949 at sites to be designated by ComServPac and ComServLant.

Each of the eight Navy sports groups will form a team of eight members. Not more than two Marine Corps personnel can be included in a group team, one of whom may be a Marine Corps officer. However, personnel who participate in Marine Corps Divisional Matches or Marine Corps Matches during the current competition year are not eligible to compete in the Fleet matches. All officers and enlisted personnel on active duty in the Navy and Coast Guard are eligible to participate.

Teams formed by the West Coast, Pacific Fleet, Hawaiian and Far East Groups will fire for the Pacific Fleet championship. Teams formed by the South Central, Northeastern, Middle Atlantic and Atlantic Fleet Groups will fire for the Atlantic Fleet championship. U. S. caliber .45 M1911 or M1911A pistols with a trigger pull of not less than four pounds will be used. No shooter will be permitted to use more than one pistol, except in case of a casualty to his weapon.

The course of fire will be as follows: slow fire at 50 yards; timed fire at 25 yards; rapid fire at 25 yards. Two strings of five shots each will be fired by each contestant at each stage of firing. A .22 caliber match may be held in conjunction with the Fleet matches if circumstances permit, but this match will not count on distinguished pistol shot and no official awards will be made.



Oakland Tribune Photo

JERRY, tame parakeet at NAS Alameda, uses the head of Jerry Jones, YN3, for a furlined flight deck.

It is considered important that each group have at least eight shooters participating, and that these shooters score a minimum of a 250 average in the elimination matches. However, the minimum requirement is listed as a guide and a group may, if necessary, enter shooters who do not meet this average. Groups having more than eight shooters who score above 250 in the elimination matches may send these additional members to the championship matches.

Medals to winners will be provided by the Chief of Naval Personnel.

Details on conducting the championship matches are contained in BuPers Circ. Ltr. 79-49 (NDB, 15 May 1949).

11th Naval District Relays

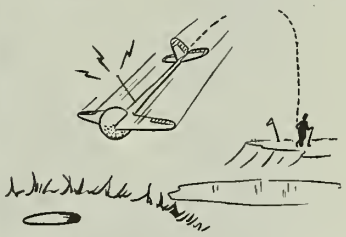
Sailors from the Naval Training Center, San Diego, Calif., completely dominated the 11th Naval District Relay Meet, massing a total of 69 points as compared to the nearest opponent's (El Toro Marines) 22 points.

NTC athletes placed first in the following events: 880-yard relay; 440-yard relay; sprint medley; team shot put; team high jump; football shuttle; sea bag shuttle; football kicking; baseball bases relay; baseball barrel throw; football pass relay.

As a matter of interest to track and field fans, here are the statistics on the

SIDELINE STRATEGY

There was nothing in the par 72 which Lieutenant (junior grade) John Kerr, USN, posted for the course to account for all the handshaking and back slapping. The reason: Playing for NAS



Alameda in a match against ComWesSeaFron Headquarters, Lieutenant Kerr carded an ace on the 160-yard sixth hole of San Francisco's Presidio course—his first hole-in-one in 14 years of trampling the links.

* * *

Sailors who've formed a mental picture of Alaska from Robert W. Service's snow-and-ice poetry will be interested to learn that, according to Don Collett, JO1, USN, stationed at Com 17 Headquarters, the year-around climate on Kodiak, Alaska, is about the same as that of most New England



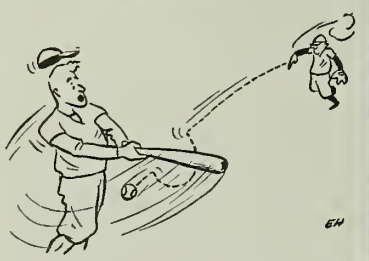
States. The place is a sportsman's paradise. Writes Collett: "Last Sunday at Larson's Bay we caught several King crabs three to four feet across. Once I stopped and looked in a pool that held a large school of Dolly Varden trout 12 to 18 inches long."

* * *

The weather was fine, and a late-arriving spectator would have been puzzled as to why the game between NAS Moffett Field, Calif., horsehiders and Fort Mason was called off in the fifth inning. The truth was the Moffett sluggers were all fagged out. After stealing 21 bases and leading the opposition 19-2 in the fifth, Moffett decided to call it a day.

* * *

The diamond nine of Marine Corps Depot of Supplies, Barstow, Calif., certainly knows how to get the baseball season underway. With the simple philosophy that you have to win the first one to win 'em all, Marine hurler Monty



Montgomery proceeded from the opening pitch to systematically mow down opposing Seal Beach batters. When the game ended only 32 men had faced him, 14 bit the dust via the strikeout route, and Montgomery had a no-hit, no-run game to his credit. The score: 9-0.

* * *

Navy athletic officers are breathing easier now that spectators have applauded their approval of the "new" style of boxing demonstrated in All-Navy competition. There was some doubt whether audiences would approve of boxing being placed on a basis of skill rather than slugging power. As one sports authority put it, "Boxing is the only form of athletics in which the goal is to knock the opponent senseless. It needs a revision of rules to make it a contest of skill, rather than one of brute force." Navy boxing fans seem to agree. —Earl Smith, PNC, USN, ALL HANDS Sports Editor.

best individual performances: best individual mark, shot put—41 feet, 3½ inches; best individual high jump—6 feet; best individual kick, football kicking event—71 1/3 yards.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral Calvin T. Durgin, USN, ComFair, Jacksonville, Fla., reported at DCNO (Air), Navy Department.

Rear Admiral Alfred E. Montgomery, USN, Com 17, ordered as Com NOB, Bermuda, B.W.I.

Rear Admiral Frank D. Wagner, USN, ComFair West Coast, reported as Com 17.

Rear Admiral John H. Cassady, USN, ACNO (Air), Navy Department, ordered as ComFair, Jacksonville, Fla.

Rear Admiral Paul B. Nibecker, USN, Chief, Industrial Relations, Office of UnderSecNav, ordered as ComNavShpYd., New York, N. Y.

Rear Admiral John E. Gingrich, USN, EXOS, ordered as Chief of Staff and Aide CincPacFlt.

Rear Admiral Apollo Soucek, USN, Com NATC, Patuxent River, Md., ordered to OpNav.

Rear Admiral Leland P. Lovette, USN, Chief, U. S. Naval Mission to Brazil, Rio de Janeiro, Brazil, ordered to OpNav.

Rear Admiral James E. Maher, USN, Chief, Base Maintenance, OpNav, reported as ACNO (Material), OpNav.

Rear Admiral Hugh E. Haven, USN, reported as ComNavShpYd, Mare Island, Calif.

Rear Admiral Tom B. Hill, USN, OpNav, reported as Director of Atomic Energy, Navy Department.

Rear Admiral Carl F. Espe, USN, Naval War College, Newport, R. I., ordered as Deputy Director Naval Intelligence, Navy Department.

Rear Admiral Delbert S. Cornwell, USN, Joint Chiefs of Staff, Washington, D. C., reported as U. S. Naval Attache and U. S. Naval Attache for Air, London, England.

Rear Admiral Leslie O. Stone, MC., USN, MOinC, U. S. Naval Hospital, Bethesda, Md., ordered as District Medical Officer, Com 1.

Rear Admiral Stephen R. Edson, SC, USN, Supply Officer, Naval Gun Factory, Washington, D. C., ordered as Supply Officer, Naval Clothing Depot, Brooklyn, N. Y.

Rear Admiral John D. Murphy, USN (Ret), Staff, Com Marianas, ordered to OpNav.

Navy Veteran of 3 Wars Gets GI Training

IN St. Petersburg, Fla., a Navy veteran is studying advanced electronics under the GI Bill of Rights. That fact in itself isn't very unusual, but the rest of the story is. This particular Navy veteran is 74 years old.

The Navy vet referred to here—Edward W. Thompson—first enlisted in the Navy in 1889. He was 13 years old at the time, and weighed 78 pounds. He said he was older, though, and if his meager poundage aroused any doubts in the recruiters' minds, they didn't say anything about it. "Those were the days when ships were made of wood and men of iron," Thompson says. He gives no inkling of the structural material of small boys of that time, but evidently it was a durable substance.

Thompson decided immediately that he was going to be the best sailor in the fleet. "I rowed on racing crews," he says, "fought on the ship's boxing team, fenced with rapiers and broadswords and learned hand tumbling."

He was serving aboard USS *Texas* when the Spanish-American War broke out. He saw his first naval action in the battle of Santiago. That was in 1898. Meanwhile, after first enlisting, he had served two years in the Navy, had spent four years as a civilian, and had been back in the Navy for approximately three years.

Thompson foresaw the wide use of electricity aboard Navy ships. Even in the days when it was rarely used aboard ship, he was deeply interested in the subject. He read all he could find about electricity, and attended the Naval Electrical School at the Boston Navy Yard shortly after the Spanish-American War. He completed that course around the year 1900, and went back to sea.



OLDEST student in his class, Edward Thompson, 74, studies advanced electronics under the GI Bill of Rights.

The ships aboard which he served include many historic vessels of the past half century. Some of them are listed here: USS *Alliance*, USS *Texas*, USS *Amphitrite*, USS *Lancaster*, USS *Indiana*, USS *Kearsarge*, USS *Culgoa*, USS *Vestal*, USS *Maine*, USS *Martha Washington*, USS *Michigan*, USS *Idaho*, and USS *Pennsylvania*.

Thompson held several shore billets between tours of sea duty. He was in charge of the Navy Electrical School in the Brooklyn Navy Yard in 1905 and in charge of the Torpedo Electrical School in Newport, R. I., in 1906 and 1907. Also, he took several advanced courses in electricity.

During 1908 and 1909, he was wireless chief at the U. S. Naval Academy, Annapolis, Md., in charge of radio instruction. Another shore job was that of instructor of gunnery at the Gunnery School at the Washington Navy Yard.

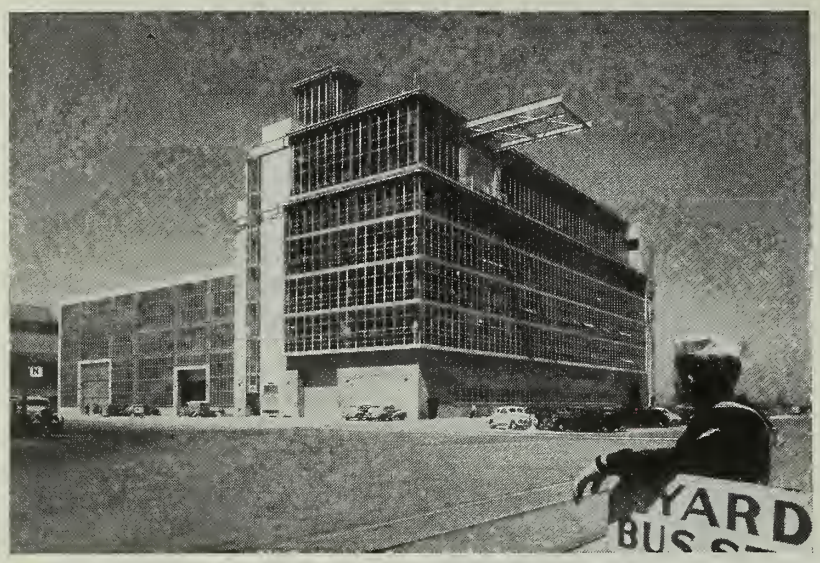
In 1914, while serving in USS *Vestal*, he took an active part in the blockade and occupation of the Mexican city of Vera Cruz.

Thompson came to the end of an enlistment in 1916 and went out of the Navy again for a year. He was called back in 1917, at the outbreak of World War I. At first he was an inspector of wireless material. Shortly, he was assigned to the battleship USS *Maine* to train and drill gun crews in the use of electrical controls installed in gun turrets. He remained in the Navy until 1923, then retired.

After retiring from the Navy, Thompson held supervisory positions in the electrical field with several



IN 1889 Mr. Thompson began his career in Navy. He is shown at age of 14 (left), at 24 (center), as he is today (right).

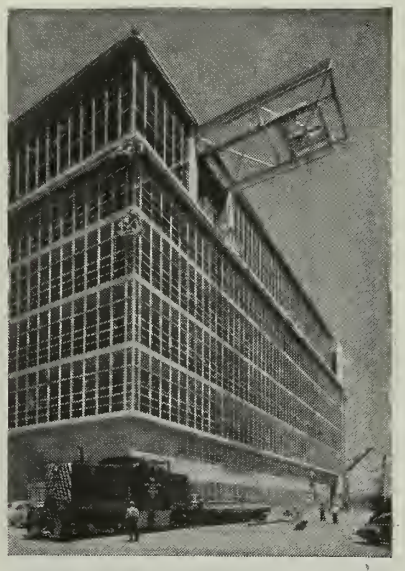


JURY of top-flight architects considered this Navy ordnance and optical shop 'one of the most beautifully detailed industrial buildings anywhere.'

Novel Shop Wins High Architectural Award

A novel Navy building—the ordnance and optical shop building at the San Francisco Naval Shipyard—won for its designers the National Progressive Architecture Award.

In granting the coveted award, the jury of professional architects said, "The jury felt that it is one of the most beautifully detailed industrial buildings anywhere. The concept, the handling of materials, the lighting, have all been beautifully integrated. Because it is so direct in approach, so skillfully carried out, the jury felt it represents definite progress in the humanization of industrial plants."



UNUSUAL construction employed features almost two acres of glass in the exterior walls alone.

The two-and one-half million dollar building is six stories tall. Each story is unusually lofty, for the structure towers 110 feet into the air. Piling was sunk an equal distance into the ground to support it. The unusual feature of the building, however, is the large amount of glass used in its construction—almost two acres of it in the exterior walls alone. The large amount of glass makes the shop unusually pleasant to work in.

Two other unusual features in the building are a 42-foot escalator (said to be the tallest in industrial use anywhere), and an outrigger crane for hoisting optical equipment up to the top floor. Also included is a very intricate electrical system.

Unlike most buildings, the ordnance and optical shop building does not employ its outside walls as supporting members. Circular pillars set just inside the outer limits start the holding-up job, with other pillars and partitions taking over from there.

Hunter's Point workers have nicknamed the building "the glass house." While the glass is of the tempered variety, one can assume that people who work in the shop don't throw stones.

important businesses and industries. This type of life seemed unadventurous at times, so he journeyed to South America on two different occasions in search of more colorful employment. On one trip he prospected for minerals in the interior of the continent, and on another he worked for a large American oil company in Venezuela.

A few months after Pearl Harbor Day, Thompson went back on active Navy duty. Until his separation from service in October 1945, he served as assistant in charge of radio material inspection and testing in the Port Director's Building in New York City.

In the following year, Thompson and his wife took a trip to Florida. They liked St. Petersburg and decided to settle there. "I made up my mind that it was time I had a harbor of my own," Thompson said. Since their marriage in 1914, Mr. and Mrs. Thompson had never had what they considered a permanent home.

Thompson and his wife, both about the same age, carry their advanced years lightly. Possessing near-perfect health, they are diligent about maintaining it through exercise and frequent check-ups by Navy doctors.

The 74-year-young student maintains a rigorous routine to keep himself in top physical condition. He tap dances for at least an hour each morning before going to school. This is to keep his leg muscles in condition. He has two friends who are former fighters. He boxes regularly with them for the sake of all muscles in general and arm muscles in particular. He fences frequently with a former fencing master, using a broad sword as his weapon. "If a lot of CPOs half my age would exercise half as much as I do," he says, "they wouldn't act and feel as though they're *twice* my age!"

His mind is as nimble as his dancing feet, and he gives his fellow-students a run for their money even though most of them are half a century younger than he is. His grades are well above average.

Veterans Administration points out that age is no barrier to education and training under the GI Bill.

Asked why he is studying advanced electronics after tearing so many pages off the calendar, Thompson explained, "To be ready, should another war come." Having served in three major wars, he feels that he should be an experienced and valuable member of the Navy—after a little more study, that is.

LETTERS TO THE EDITOR

Shipment of Household Effects

SIR: If a man on duty at an office of Naval Officer Procurement does not desire to reenlist on board and is sent to a receiving station for discharge, then subsequently reenlists under continuous service at another station or recruiting station and reports to his next permanent duty station, is he entitled to shipment of household effects at government expense?—W.W.D., HMC, USN.

• *No. An enlisted man sent to a receiving station for discharge and who subsequently reenlists under continuous service at another station or recruiting station is not entitled to transportation of household goods at government expense.*

However, personnel detached from permanent duty outside the U.S. for discharge are entitled to ship from the point outside the U.S. to the place of discharge. If such personnel reenlist under continuous service at the place of discharge, *shipment of household goods is authorized from place of discharge to the new permanent duty station upon receipt of orders.*—ED.

Filipino Reenlistments

SIR: I am a naturalized U. S. citizen of Philippine extraction now serving with the U. S. Navy. After reenlisting on board, I was wondering if I can be transferred to Commander U. S. Naval Forces Philippines for reenlistment leave and reassignment.—E. B. A., TN, USN.

• *Naturalized U. S. citizens of Philippine extraction as well as citizens of the Republic of the Philippines may be transferred at the time of reenlistment to report to Commander U. S. Naval Forces Philippines for reenlistment leave and reassignment, in accordance with paragraph 2 of BuPers Circ. Ltr. No.* 32-49.—ED.

It's Still Shore Duty!

SIR: When I applied for shore duty I requested the 3rd and 8th Naval Districts respectively but also added, as a third choice, "anywhere in U.S." A short time later I was sent to the 12th Naval District for duty. Is my name still on the waiting list for the districts I requested? If not, is there any way I can get shore duty in either of those districts?—W.J.F., EN1, USN.

• *No vacancies for your rate were available in the 3rd and 8th Naval Districts, so it was necessary to go to your third choice—"anywhere in U.S." You cannot transfer from one Naval District to another except as provided for in paragraph 6(a) Part I of BuPers Circ. Ltr. 101-48.*—ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Cruiser Wasn't in Operation

SIR: While reading the April issue of ALL HANDS we happened to see your article on, "An Exercise in Cold Weather." In this article, you state that USS *Topeka* (CL 67) was in the operation.

We, the undersigned, would like to inform you that at the time of the Alaskan Cruise the *Topeka* was steaming on three screws in the Naval Shipyard, Long Beach, Calif. We would appreciate it if you would publish this info in your next issue.—W. A. R., YNSN, USN, and others.

• *Like any big leaguer with the sun in his eyes,* ALL HANDS—*on rare occasions—drops the ball. In this case a staff rewrite man misinterpreted a story from San Francisco which read, "...the bulk of the fleet arrived here (from Alaskan waters) yesterday, including the carriers* Boxer, Bairoko *and* Badoeng Strait. *Other vessels arriving here were the cruisers* Duluth *and* Topeka. . . ." *Later information received indicated that* Topeka *and* Badoeng Strait *arrived at San Francisco about the same time as the "Operation Micowex" fleet, but not as units of it, and from a different point of departure.*—ED.

Review of Discharge

SIR: I was discharged from the Coast Guard in 1947 with an "under honorable conditions" discharge due to marks in proficiency in rating. Lately I've heard that the proficiency in rating marks for an honorable discharge have been lowered to 2.5. If this is true, can I apply to the Coast Guard and have this changed?—R.M.L., SN, USS.

• *U.S. Coast Guard maintains the same mininum marks standards necessary for award of an honorable discharge as the Navy. They are—proficiency in rating: 2.75; conduct: 3.25. If you feel you were not awarded the proper type discharge upon separation from that service, it is your privilege to petition for a review.*

Your request, in letter form, should be addressed to the Board of Review, Discharges and Dismissals, Coast Guard Headquarters, 1300 "E" St. N.W., Washington 25, D.C.—ED.

Obligations of USNEVs

SIR: I am a USNEV and would like to know what obligations I owe the Navy following the termination of my enlistment. There are a lot of rumors circulating about and I would like to see in black and white the directive or directives that are applicable to persons in this category?—G.M., SA, USNEV.

• *Personnel enlisted in the Navy under the "18-year-old one year" program must perform one year of satisfactory active service. After discharge from the Regular Navy they must serve four years in an Organized Reserve or officers' training program. If a billet is not available in the Organized Reserve or an officers' training program, or if such service would be an undue hardship on the individual, then they must serve six years in the Volunteer Reserve.*

Except in time of war or a national emergency, declared by Congress, these individuals may not be ordered to active duty without their consent for more than one month in any one year while completing the period of obligated Reserve service. If an individual fails or refuses to perform his Reserve service, he may be ordered to active duty without his consent for an additional 12 consecutive months. For further information consult BuPers Circ. Ltr. 131-48 (NDB, 15 July 1948).—ED.

Naval School of Justice

SIR: I would like to know how I may request assignment to the Naval School of Justice.—M.E.L., YN3, USN.

• *Quotas are available for enlisted men who wish to attend the Naval Justice School at Port Hueneme, Calif. Such quotas may be obtained by a written request addressed to the CO, Naval School (Naval Justice), Naval Station, Port Hueneme, Calif., via official channels.*

The course is seven weeks in length. Classes convened 2 May 1949 and the first Monday of every second month thereafter.—ED.

Where's Goldie Maru?

SIR: I am interested in what has happened to *Goldie Maru* [USS *Gold Star* (AG 12)]. I left her in Manila in January 1946 and haven't heard anything about her since.—G. C., RM3, USNR.

• USS *Gold Star (AG* 12) *was transferred to the War Shipping Administration, Maritime Commission, for disposition in June* 1946.—ED.

Your Wife a School Teacher?

SIR: In November 1947, Service Force Atlantic Fleet invited requests from fleet personnel whose wives were qualified school teachers for duty at overseas stations where school teachers are needed. Does the Bureau of Naval Personnel now accept applications from enlisted personnel whose wives are qualified school teachers for that type of duty when their current tour of shore duty is up?—R.R.L. Jr., AOC, USN.

• *No, BuPers does not receive this type of application. Requests of this nature should be addressed to ComServLant or ComServPac, depending on the fleet in which you are serving at the time. Since you are now on shore duty, it is suggested that you wait until after being assigned to a fleet unit before applying.*

Assignments under this plan are made by ComServPac to Samoa, Midway, Kwajalein, Guam, Philippines and Adak. Under ComServLant, the assignments are made to Guantanamo Bay, Cuba; Roosevelt Roads, Puerto Rico; Trinidad, British West Indies; and Argentia, Newfoundland.

Applications should be submitted in accordance with ComServPac letter 30 June 1947 serial 17088 or ComServLant letter 24 Feb 1948 serial 1964, both of which ask for detailed information.

Lists of eligible personnel are maintained from the applications received. Personnel replying to the Service Force letters are not necessarily ordered to such duty for various reasons and applications made by them do not necessarily assure teaching positions.—ED.

The Old and the New Warrington

SIR: I recently saw a picture of the destroyer *Warrington*, DD 843. Wasn't it *Warrington* that was in several invasions in the Pacific and later went down in a hurricane off Cape Hatteras?—M.P.A., JO1, USN.

• *There have been two* Warringtons—*DD* 383, *which went down off the Virginia Capes* 13 *Sept* 1944, *and the ship that was named for her: DD* 843, *a flush deck job.*

The old Warrington *took part in invasions and attacks on Biak, Bougainville, Torokina, Wakde and Hollandia before going down during an Atlantic hurricane.* —ED.

Enlistment Extensions

SIR: If a man signs an agreement to extend his enlistment for a period of one year in order to have obligated service to attend a service school, can such an agreement be cancelled by the CO if said man fails to graduate from school?—W.V.T., YN2, USN.

• *Assuming that the individual in question failed to graduate because of scholastic failure, the answer is no. However, in the event the individual failed to graduate through no fault of his own, he is privileged to submit a request for cancellation to BuPers in accordance with Article C-1406(10), BuPers Manual, 1948.*—ED.

Flag Officers' Flags

SIR: Can you tell me (1) if at one time junior flag officers' flags had a red field and white stars, while the senior of the same rank flew the blue field with white stars. (2) When did the reversed color flag (for staff flag officers) come into use? (3) What publications or books will give more information on this subject?—G.A.C.

• *(1) Present flags for flag officers, except fleet admirals, were established in 1866, at which time it was provided that when two or more rear admirals or commodores were present, the senior would fly the blue flag with white stars, the next senior the red flag with white stars, and all others a white flag with blue stars. The white flag with blue stars was discontinued in 1909; however, the use of the red flags for junior flag officers in the presence of a senior of the same rank was used until eliminated by change 21 to Navy Regulations of 1920, which became effective in 1940.*

(2) The use of the white flag for flag officers not eligible for command at sea came into use in conjunction with Navy Regulations of 1948, and was authorized in All Ships and Stations Letter dated 29 Dec 1948.

(3) A new edition of "Flags of the United States and Other Countries" is expected to be published during the fiscal year of 1950. In the meantime, information is being published by All Ships and Stations Letters. (Also see ALL HANDS, *July 1948, pp. 31-34 and facing color plate of flags.)*—ED.



USS *Warrington* (DD 383)—She fought in World War II and later went down in hurricane.

Highest Rank Held

SIR: Temporary officers released to the Fleet Reserve are not allowed shipment of household effects commensurate with their highest rank but for their permanent rating. For example, a CPO is allowed 4,500 pounds, and excess weight must be paid for.

I was separated as a lieutenant. If I am ordered to a training cruise, will I be ordered as a lieutenant or my permanent rating as CPO?—G. A. H., USNFR.

• *You will be ordered to duty in your permanent rate of CPO. Public Law 305, 79th Congress, did not authorize personnel of the Regular Navy, who were appointed to temporary commissioned rank under the provisions of the Act of 24 July 1941 (as amended by Public Law 305, 79th Congress), to retain such ranks when transferred to the Fleet Reserve. However, such personnel will be retired in the highest rank held pursuant to such appointments in which they served satisfactorily as determined by the Secretary of the Navy.*—ED.

QM Duty with ZP Squadrons

SIR: Could you give me some information pertaining to duty in "Lighter-than-air"? Are quartermasters still used aboard blimps or at bases from which they operate? How can a quartermaster obtain such duty?—K. J. M., QMC, USN.

• *ZP-1 and ZP-2 are the only operating squadrons of airships having allowances of one QMC in each squadron. Billets for quartermasters in airship activities are very limited. It is suggested that you submit an official request via channels to BuPers for duty desired.*—ED.

Naval Personnel at Army Base

SIR: What regulations govern naval personnel stationed aboard an Army Base going to school, and, who awards punishment when disciplinary action is taken?—W. E. S., CE3, USN.

• *The laws and regulations of the Navy govern naval personnel stationed with other military organizations. However, such personnel are expected to abide by applicable local orders governing the organization to which they are attached. Present laws contain no provision for punishment of Navy personnel by the authorities of another military service for offenses which are committed while on temporary duty in another branch of the service other than their own. However, the proposed "Uniform Code of Military Justice," now before Congress, does contain such provision to cover cases of this nature. Under present policy the offenders, where offenses are of a serious nature, will be detached and returned to their permanent duty station for such disciplinary action as deemed warranted.*—ED.

Precedence of CPOs

SIR: In your reply to W. L. G., BMC, USN, in ALL HANDS, May 1949, you stated that a BMCA would preside as president of a CPO mess even though an MMCA was on board who had been advanced to pay grade 1A at an earlier date. You referred to Art. C-2102, BuPers Manual, 1948. Article C-2102 (1) states in part: "In cases of personnel in pay grades 1 and 1A the determining date of precedence is that of the advancement to pay grade 1A." What does this mean in regard to seniority?—G. W. B., PNC, USN.

• *Here is an example of what it means: An MMCA whose date of precedence in pay grade 1A is 1 June 1944 is senior to an MMC with date of precedence in pay grade 1A of 1 July 1944.*—ED.

No Double Reenlistment Allowance

SIR: I enlisted in the Navy 2 June 1928 and have had continuous service since that time. I last reenlisted 17 Sept 1941 for four years, extended 17 Sept 1945 for three years and reextended 20 Sept 1948, by BuPers authority, for one year. When I extended in September 1945, I received reenlistment allowance in the amount of $200. At that time, was I entitled to "double reenlistment allowance"?—C.R.F., ENC, USN.

• *No. "Double Reenlistment Allowance" was authorized under the act of 18 Aug 1941, and such provision was repealed by the Pay Readjustment Act of 1942, effective 1 June 1942.*—ED.

Info on AT School

SIR: We understand that there is a 44-week "B" school to be opened in Memphis for AL1s and AL2s. We have heard that it is going to be a requirement for advancement to chief. Any information available?—M. L. A., AL1, USN and R. W., AL1, USN.

• *The Advanced Aviation Electronics Technician School (Class B) has been established at the Naval Air Technical Training Center, Memphis, Tenn., with the first class convening 11 July 1949 and every two weeks thereafter. Length of the course is 40 weeks.*

Men assigned to the school must be petty officers second class and above, in either the AT or AL ratings, with at least three years' obligated service at time of entry into school, and have had a minimum of two years' service since graduation from Class "A" school. Preference will be given to men who did not attend NavScol, Aviation Electronics Maintenance (Class B), at Ward Island, Corpus Christi, Tex. There are no examinations for selection of trainees, but only such men as are judged to be of CPO caliber should be nominated for the training.

Applications for the AT(B) school should be addressed via official channels to the Chief of Naval Personnel (Attn: Pers 6367).—ED.

Granting Reenlistment Leave

SIR: Is there any authority for the CO to grant reenlistment leave on an extension or reextension of an enlistment?—L.P., TDC, USN.

• *No reenlistment leave is authorized under current instructions on an extension or reextension of an enlistment.*—ED.

More on Recruiting Duty

SIR: Having read CHSCLK Materne's interesting and well written article on ". . . the Word on Recruiting Duty . . ." (ALL HANDS, April 1949, p. 48), my desire for recruiting duty has, for about the umpteenth time, again been stimulated. Flattering myself (in my own modest way) that I can give favorable answers to Mr. Materne's questionnaire, a few questions come to mind:

(1) Are LDOs (Administration) eligible? (2) What are the feelings of BuPers in regard to such officers applying for recruiting duty? (3) What is the indoctrination set-up for officers other than those set forth in Art. C-5105(1) BuPers Manual?—R.A.McC., LTJG, USN.

• *The following answers to the specific questions reflect BuPers practices in assigning officers of LDO (Administrative) classification: (1) LDOs (Administrative) are eligible for recruiting duty. (2) BuPers is reluctant to change assignments of officers on shore duty, since a normal shore cruise is of two years' duration and breaking it up into two assignments is not generally beneficial to the individual or the Navy. (3) At the present time only enlisted personnel are sent to school prior to reporting to a Recruiting Station. Officers are selected entirely on their records and receive no indoctrination prior to reporting to their duty station.*—ED.

No Leave for G.I. Studies

SIR: I was taking a course in stenotype (machine shorthand) at a business college while on recruiting duty, but my two years shore duty ran out before I completed the course. I was attending the school under the G.I. Bill and would like to know if it is possible for me to obtain a leave of absence for five months to complete the course. My enlistment expires 9 Apr 1950 but I do not want to get out of the Navy.—E. W. O., YN1, USN.

• *In order to have effective utilization of naval personnel, the organization plan of the Navy does not lend itself to exception from established procedures which would permit an absence from duty of five months for personal convenience. While it is realized that this instruction corroborates the training for your rating, it is not likely that such a request would be approved.*—ED.

Advancement While in School

SIR: Is it possible to take the examination for third class if you have the sufficient amount of service required between the rating of seaman and third class if you are in school at the time the Fleet-wide examinations are held?—G. T. D., YNSN, USN.

• *No. Current instructions on advancement in rating (BuPers Circ. Ltr. 155-48, AS&SL July-Dec 1948) do not include any provisions for men in your category to take examinations and be advanced in rating. Neither do any other directives which cover special cases not included in the basic letter. By the intentional omission of instructions for advancement of men in your status, you are ineligible for advancement to PO3 while in school.*—ED.

Wearing Army Awards

SIR: I was an air evacuation crewman in the Army Air Force and served with a fighter group that was awarded the Presidential Unit Citation. Can I still wear the citation, being in the Navy? J.M.C., AL2, USN.

• *Any award or medal earned while a member of the U.S. Army or Air Force may be worn on the naval uniform. However, the Army PUC is worn with the other ribbons on the left.*—ED.

When Are Aviation Greens O.K.?

SIR: Would a chief yeoman, assigned to and serving in an aviation command, be authorized to wear the aviation green winter working uniform when that uniform is prescribed as the *uniform of the day*?—L. E. C., YNC, USN.

SIR: Would a chief petty officer, regardless of rate, assigned to and serving



in an aviation command, be authorized to wear aviation greens when that uniform has been prescribed as the *uniform of the day* for aviation personnel?—L. H. L. AK1, USN.

• *Yes. Any chief petty officer assigned to duty in an aviation command is authorized to wear the aviation winter working uniform when that uniform has been prescribed as the uniform of the day for aviation personnel, but is not required to wear them. Only chief petty officers who are designated as aviation pilots and are serving in a pilot status are required to possess the aviation winter working uniform.*—ED.

Ship Reunions

News of ship reunions and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D.C., four or more months in advance.

• USS *Haven* (AH 12): A reunion of all former crew members of this hospital ship is planned for this summer. All interested persons should contact C. Allen Anderson Jr., 401 S. Union Avenue, Havre de Grace, Md.

• USS *Hambleton* (DMS 20): A reunion is being planned for this summer in either New York or Boston. Former crew members should contact Joseph P. Logan, 445 South Holmes Avenue, Kirkwood 22, Mo.

• USS *Andromeda* (AKA 15): A reunion for all officers who served aboard this ship prior to November 1945 will be held in New York in September. Those interested should contact Jim B. Hamilton, 16 Arlington Court, Charleston, W. Va., or John G. Fitzgerald, 52 Imlay Street, Hartford, Conn.

• *52nd Naval Construction Battalion:* A reunion will be held of personnel attached to this battalion on 6 and 7 August at Pine Bluff, Ark. For information on this get-together write J. P. Gillmore, Secretary-Treasurer, Tullos, La.

• USS *San Jacinto* (CVL 30): The fourth annual reunion of the officers of USS *Jacinto* will be held Friday through Sunday, 22-24 July, at Hotel Chase, St. Louis, Mo. For reservations, information and plans write to Harlow O. Panhorst, 824 Goodfellow Blvd., St. Louis 12, Mo.

• USS *Cecil J. Doyle* (DE 368): A reunion of crew members will be held at Hotel Diplomat, 108 West 43rd Street, New York City, 22-24 July. For information contact Gene Martin, 59 Cottage Street, Wellesley, Mass.

• *Armed Guard Gunnery School, Camp Shelton:* The third annual reunion of the staff officers who were on duty at Camp Shelton during World War II will be held 29-30 July at Roanoke Hotel, Roanoke, Va. Wives of officers are invited. Those planning to attend should contact C. G. Harshaw Jr., 150 South Broad Street, Grove City, Pa.

• *Fifth Marine Division:* First reunion of the Fifth Marine Division Association to be held at the Bellevue-Stratford Hotel in Philadelphia, Pa., 5-7 Aug 1949. Queries may be addressed to LtCol Donn J. Robertson, USMC, Secretary-Treasurer, Headquarters, Marine Corps, Washington 25, D.C.

GCT Retesting

SIR: I am an apprentice seaman and desire to attend the Class "A" school for yeomen. At present my GCT and CLER score does not meet requirements. Is it possible to take another classification test in the chance that I might raise my score?— D.M.P., SA, USN.

SIR: I finished boot camp with a failing GCT, but I had taken several other tests and make marks well over 3.5. How can I take the test over?—W.M. Jr., FN.

• *Retesting is permissible only in those cases where test records indicate an abnormality in the test pattern or where there is an indication in the record that the scores recorded may not be an accurate representation of the person's aptitude. Commanding officers may submit a request to the Bureau of Naval Personnel for the retesting of an enlisted person if it is believed the original test scores may be in error.*

There is no such thing as "passing" or "failing" the General Classification Test. The average standard score is 50, with higher scores being above average and lower scores being below average.

The basic test battery is a series of tests which determine a person's general intelligence and aptitude in several different fields. They are so designed that in most instances there will be little variation in test score when different forms of these tests are administered to personnel who have already been tested. They are not *constructed as achievement tests.*—ED.

Advancement in Rating

SIR: (1) The Manual of Qualifications for Advancement in Rating (NavPers 18068) states that personnel in the administrative and clerical group are required to use touch typing in examinations for advancement in rating. I contend that this requirement might be disregarded for a man who is already a first class PO and is advancing to CPO, if the man is an excellent non-touch typist. I am referring to a Naval Reservist on active duty as a station keeper where the examination is not prepared by the Bureau but is administered within the command.

(2) Is there any multiple scale system in effect for advancements in rating for station keeper personnel in teh Naval Reserve when competing for a limited number of vacancies?

(3) Is it possible to forward a report of examination (NavPers 971) to BuPers recommending a man for advancement to CPO in the Naval Reserve prior to the date when the man actually meets requirements as to time in rate?—A. F. R., PN1, USNR.

• *As examinations for advancement of Naval Reserve personnel are conducted on a local basis, it is conceivable that a certain amount of flexibility in requirements will exist. Experience has shown, however, that the touch system eventually produces faster and more efficient typists. Therefore, that requirement has been made a part of the qualifications as given in the Manual of Qualifications for Advancement in Rating.*

(2) *The use of multiple computation in advancing personnel in* USNR *is not specified by Bureau Directive.*

(3) *No. The individual must meet all requirements, including service in present pay grade, at the time advancement is recommended.*—ED.

Liberty and Leave

SIR: I am interested in the line drawn between the maximum amount of liberty which may be granted and the minimum amount of leave which may be charged to an individual's leave record.—H.J.W., YN1(SS), USN.

SIR: Is it the intention of BuPers to count 24-48 hours authorized absence from duty status on working days against accrued leave?—R.W.I., RMC, USN.

• *It all depends on whether the individuals concerned were granted liberty or leave. For instance, if a man's absence commences at 0900 1 March (Monday) and expires on board at 0900 4 March (Thursday), he should be charged with two days' leave, unless a holiday, as described in Article C-6315, BuPers Manual 1948, is included during the period of liberty.*

The essential point is that leave must be authorized in advance, and in writing, for a specific number of days and the amount charged determined by Article C-6313. When liberty is granted, it expires at a specific hour on a specific date in accordance with Article C-6313. When liberty is granted, it may extend for a period of 48 hours or more if the period includes a national holiday, proclaimed by the President or authorized by the Secretary of the Navy.

It is even possible, if liberty of 72 hours expires during a normal liberty period to extend it to commencement of working hours or expiration of liberty at the CO's discretion. Authorized leave should be in writing, distinguishing it from liberty, and is charged against a man's leave credit. —ED.

Waves and ROC Program

SIR: Is this year's ROC program for enlisted personnel open to Waves of HM rating?—E. W., HM3.

• *Extended training duty for enlisted Reserve personnel in connection with the Reserve Officer Candidate program is not open to Waves during the coming summer. It is planned to include women candidates in the program during the summer of 1950, at which time it is probable that Waves will be eligible for extended training duty.*—ED.

Naval Courtesy Ashore and Afloat

WHAT the average junior officer and sailor doesn't know about military courtesy would—and does—fill several books.

Even those officers and enlisted personnel who, prior to World War II, were as familiar with the traditions of military courtesy as with the Saturday morning menu admit there are times nowadays when they are not sure what is considered proper for the occasion. They are uncertain whether to follow the prewar protocol, the simplified practices that existed during the war, or a homogeneous mixture of the two.

To take the guess out of what's the proper thing to do, and when to do it, ALL HANDS is presenting on these pages a complete summary of the rules of military courtesy that are considered proper in today's Navy. You will notice that some new practices have been added, and some of the older traditional courtesies either revised or eliminated. You will find that in addition to the practices being listed, an opinion by Navy Department officials is given as to how strictly some of the practices are to be interpreted.

If you follow these courtesies religiously not only will the experts of etiquette beam on you approvingly, but the results will likely show up favorably in your record. In his day Commodore John Paul Jones was as noted for doing the proper thing on ceremonial and social occasions as for doing the proper thing when looking down the gun bores of an enemy vessel. The Commodore once remarked that it was not enough for an officer to be a skilled mariner; he must also be a gentleman in every respect. During the several skirmishes the Navy has been involved in since his day no one has come up with any better advice for naval personnel.



Before jumping in the middle of a sea of "do's" and "dont's," it might be worthwhile to point out why the Navy insists on personnel adhering to certain rules of courtesy. Skeptics have always complained that they couldn't see what holding a fork properly had to do with winning a battle. Other skeptics of a past era couldn't see what flying a kite had to do with electricity, but they finally saw the light. Table manners, like any courteous practice, can be compared to rivets in a ship's hull. Individually they may not be a convincing argument, but each helps to cement a solid system of discipline and forms the foundation of *esprit de corps.*

Military courtesy has been handed down by generation after generation of fighting men. Although various periods of history have seen changes in gestures and mannerisms, the spirit and meaning of military courtesy has remained unchanged. It probably got started when some ancient warrior made a gesture of admiration to the effect that, "Boy, you sure swing a wicked club," to a foe who had just beat bumps on his head. It is a method whereby one fighting man expresses his respect to another. It is not, as some persist in thinking, a form of servility or humbleness of juniors for seniors.

SALUTING

The practice of saluting has been in existence almost as long as military organizations. There are several theories on how it originated. One had it starting with the Romans. Along about the time the "bloody" Borgias reigned, a playful slap on the back in greeting was likely to contain a four-inch dagger. On-the-level characters would lift a hand, palm to front, to show that no weapon was concealed. Another school of thought is that saluting originated from the practice of knights to raise the visors of their helmets to each other for identification. This prevented old school chums from ripping into each other like a couple of can openers in the galley.

The form of salute used by the U. S. Navy is a hand-me-down from the British. Originally, English navymen removed their caps when addressing seniors, but this was later shortened into merely touching the cap and finally into a hand salute. History relates that Queen Victoria was responsible for this, as she was displeased at seeing bare-headed officers and men appearing for royal commendation and ordered they would keep their hats on and use a hand salute.

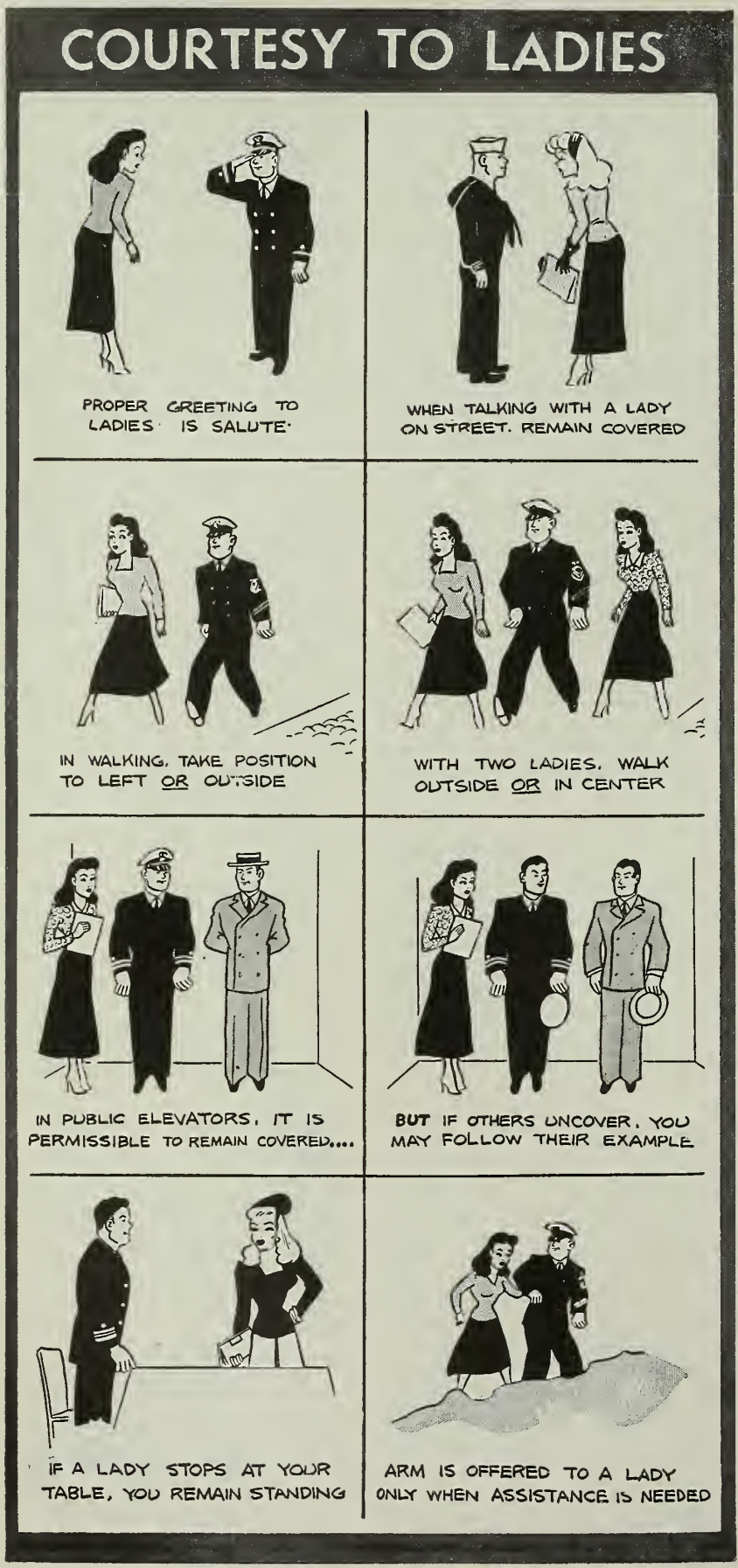
Whom to Salute—Naval personnel are required to render a salute to officers of the Navy, Army, Air Force, Marine Corps, Coast Guard and to foreign military and naval officers whose governments are formally recognized by the Government of the United States. When Reserve officers of the Navy, Army, Air Force, Marine Corps and Coast Guard and the National Guard are in uniform they also are to be saluted. Officers of the Coast and Geodetic Survey and Public Health Service who are, at the time, serving with the armed forces of the U. S. also should be saluted by naval personnel.

What to Salute—In addition to people, naval personnel are required to salute the national ensign and the national anthem. Here is how and when you salute the flag and the music:

The National Anthem

Whenever the national anthem is





played, all officers and enlisted personnel of the Navy:

- On board a naval activity, stand at attention facing the music unless at colors when they face the ensign. If at a public gathering ashore and the flag is displayed, all present should face the flag.
- If in uniform, covered, they salute at the first note of the anthem, retaining the position of salute until the last note of the anthem.
- If not in uniform and covered, they uncover at the first note of the anthem. holding the headdress over the heart and so remain until the last note, except that in bad weather the headdress may be raised slightly and held above the head.
- If not in uniform and uncovered, the right hand should be placed over the heart and so remain until the last note. Never stand at attention with hands in a normal position of attention when the national anthem is played as this is the manner in which aliens show respect to the U. S. flag.
- The same marks of respect prescribed for observance during the playing of the national anthem of the United States are shown toward the national anthem of any other country formally recognized by the Government of the United States.
- In boats only the boat officer—or in his absence, the coxswain—stand and salute upon the playing of the national anthem; other members of the crew and passengers who are already standing, stand at attention: all others remain seated. Note: Personnel standing at attention in a boat during the playing of the national anthem do not render the hand-over heart salute, even though dressed in civilian clothing. This is an exception to the general rule.
- Men in ranks salute only by command.

It should be noted that these rules apply only to a formal rendition of the Star Spangled Banner. For example, if a member of the naval service was walking past a music store and heard the national anthem being broadcast he would not be expected to stop and salute. On the other hand, at a public gathering where the anthem was broadcast as part of the ceremony, he would render the required honors.

The National Ensign

All officers and enlisted personnel when reaching the quarterdeck either from a boat, from the shore, *or from*

another part of the ship salute the national ensign. If the ensign is not hoisted this salute is tendered only when leaving or coming on board ship.

This salute is entirely distinct from the salute to the officer of the deck. In making it a person stops at the top of the gangway, or upon arrival at the quarterdeck, faces the colors and renders the salute, after which he also salutes the officer of the deck. In leaving the quarterdeck the same salutes are rendered in reverse order. The officer of the deck returns both salutes, and it is his duty to require they be properly made.

The commanding officer defines the limits of the quarterdeck to embrace as much of the deck space as may be necessary for the proper conduct of official and ceremonial functions. When the quarterdeck so designated is forward and at a considerable distance from the colors, the salute to the colors is not rendered by officers and men except when leaving or coming on board the ship. The commanding officer of each vessel should render a decision as to whether the distance of the quarterdeck from the colors makes it necessary to salute when approached from another part of the ship.

Saluting the quarterdeck has an interesting history. In ancient times Greek and Roman sailors placed their pagan altar on the quarterdeck and paid respect to it whenever approaching this area. In the Middle Ages the shrines of the Virgin were placed in this location, and today the national ensign is placed in this vicinity of the ship. The quarterdeck has always been an honored, ceremonial part of the ship and has retained its sanctity.

Military Funerals

During funerals, officers and enlisted personnel remain covered while in the open and uncover upon entering the church. During burial at sea, they remain covered throughout the service.

During religious services topside aboard ship and during formal religious ceremonies outdoors ashore (such as Easter sunrise service), officers and enlisted personnel remain uncovered throughout the entire ceremony.

In general, a military man uncovers during a religious ceremony but remains covered during a military ceremony. Church services, civilian funerals or burial services which the officer or man attends as a friend or relative rather than as a representative of the Navy, are religious ceremonies. Military funerals and burials at sea are regarded primarily as military ceremonies.

At a military ceremony when the occasion requires, an officer or enlisted man salutes rather than uncovers, as this is his traditional mark of respect. If naval personnel were attending a military funeral officially, they would salute whenever honors are rendered. Honors are rendered when the body is removed from the hearse to the chapel, from the chapel to the caisson, and from the caisson to the grave. They are also rendered when the volleys are fired and when "Taps" is sounded. However, when attending a non-military funeral or burial service he may, if he desires, follow the civilian custom and uncover (rather than salute) when such honors are called for, as during the procession to the grave, lowering of the body, etc.

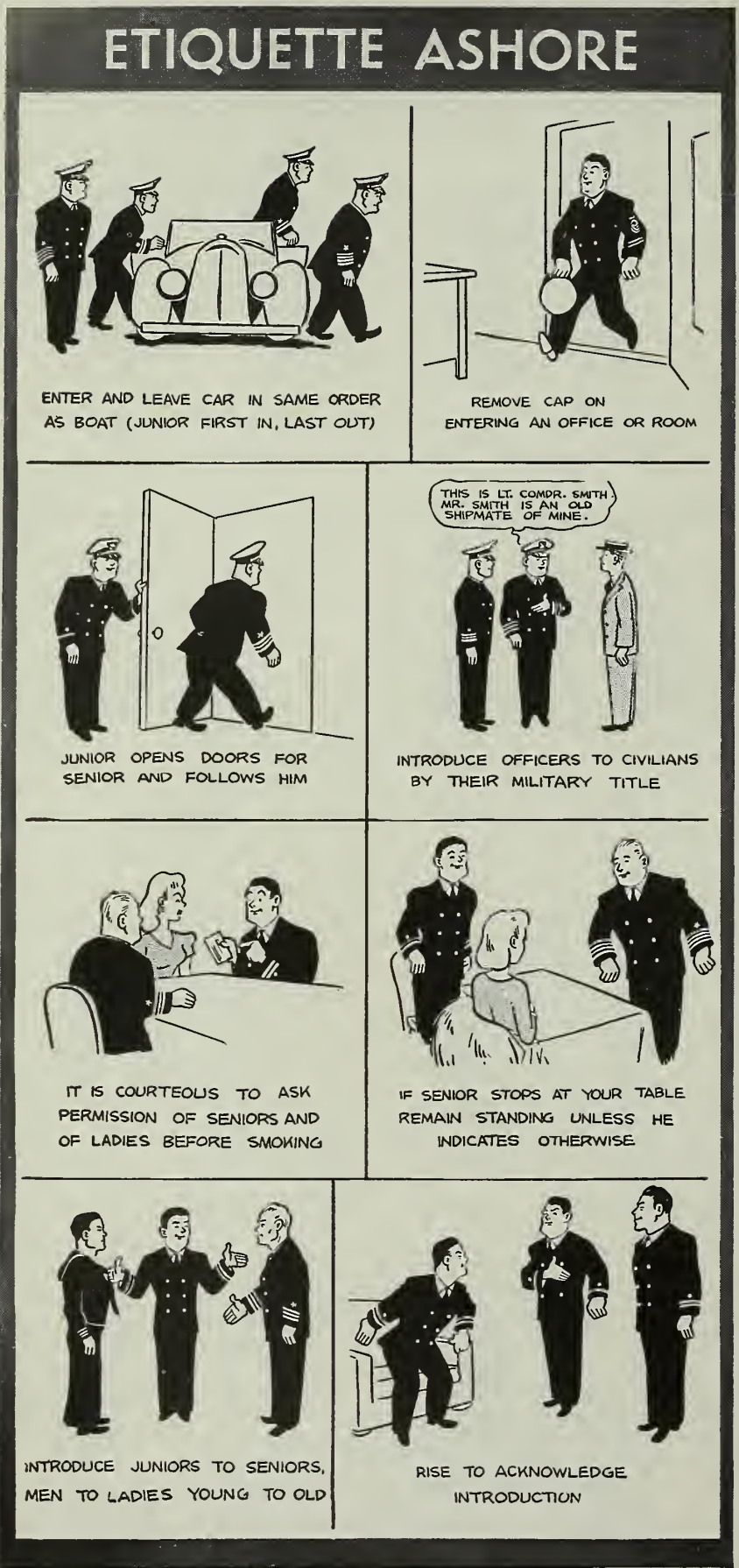
Jewish custom calls for remaining covered during all religious ceremonies and therefore the rules regarding uncovered as outlined above do not apply when the service is being conducted by a representative of that faith.

When to Salute—For simplification, situations requiring salutes are

How to Address and Introduce Naval Personnel

Person addressed or introduced:	TO MILITARY PERSONNEL		TO CIVILIANS	
	Introduce as:	Address as:	Introduce as:	Address as:
NAVAL OFFICER (Comdr. or above)	"Captain (or appropriate rank) Smith"	(same)	"Captain Smith"[1]	(same)
NAVAL OFFICER (Lt. Comdr. or below)	"Mr. Smith"	(same)	"Lt. Comdr. Smith"[2]	"Mr. Smith"
WOMAN OFFICER (Comdr. or above)	"Commander Smith"	"Miss (or Mrs.) Smith"	"Commander Smith"	"Miss (or Mrs.) Smith"
WOMAN OFFICER (Lt. Comdr. or below)	"Miss (or Mrs.) Smith"	(same)	"Lt. Comdr. Smith"	"Miss (or Mrs.) Smith"
MEDICAL CORPS OFFICER (Comdr. or above)	"Commander Smith"[3]	(same)	"Commander Smith"	(same)
MEDICAL CORPS OFFICER (Lt. Comdr. or below)	"Dr. Smith"	(same)	"Lt. Smith, of the Navy Medical Corps"	"Dr. Smith"
CHAPLAIN CORPS OFFICER	"Chaplain Smith"	(same)	"Chaplain Smith"	(same)
NAVY NURSE CORPS OFFICER (Comdr. or above)	"Commander Smith"	"Miss (or Mrs.) Smith"	"Commander Smith, of the Navy Nurse Corps"	"Miss (or Mrs.) Smith"
NAVY NURSE CORPS OFFICER (Lt. Comdr. or below)	"Miss (or Mrs.) Smith"	(same)	"Lt. Smith, of the Navy Nurse Corps"	"Miss (or Mrs.) Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (M. D. or dentist)	"Dr. Smith"[4]	(same)	"Dr. Smith, of the Public Health Service"	"Dr. Smith"
U. S. PUBLIC HEALTH SERVICE OFFICER (Sanitary Engineer)	"Mr. Smith"	(same)	"Mr. Smith, of the Public Health Service"	"Mr. Smith"
COMMISSIONED WARRANT OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
MIDSHIPMAN	"Mr. Smith"	(same)	"Midshipman Smith"	"Mr. Smith"
WARRANT OFFICER	"Mr. Smith"	(same)	"Warrant Officer Smith"	"Mr. Smith"
CHIEF PETTY OFFICER	"Chief Machinist's Mate Smith"	"Smith"	"Chief Machinist's Mate Smith"	"Mr. Smith"
AVIATION CADET	"Aviation Cadet Smith"	"Mr. Smith"	"Aviation Cadet Smith"	"Mr. Smith"
PETTY OFFICER	Use name and rate, as: "Smith, Gunner's Mate, 2nd"	"Smith"	"Gunner's Mate Smith" OR "Petty Officer Smith"	"Mr. Smith"
SEAMAN	"Seaman Smith"	"Smith"	"Seaman Smith"	"Mr. Smith"

NOTES: [1]When not in uniform a captain or lieutenant would be introduced as "of the Navy" to distinguish his rank from a similar-sounding Army rank of the other armed services.
[2]A suggested form of introduction is: "This is Lieut. Comdr. Smith. Mr. Smith is now stationed here." This indicates both (a) the officer's rank and (b) how to address him.
[3]If a senior officer of the Medical Corps prefers to be addressed as "Dr.," such preference should be honored.
[4]In any case where you had reason to believe the Dr.'s insignia might not be recognized, it would be correct to add "—of the Public Health Service" in introducing him.



listed below in more or less index form.

Aboard Ship

All officers and enlisted personnel on board a ship of the Navy salute all flag officers, captains of ships, and officers senior to themselves from other ships on each occasion of meeting, passing near, or being addressed.

All senior officers (senior to the person saluting) attached to your own ship or station are saluted on their first daily meeting. Salutes will be dispensed with after the first daily meeting on board ship except:

- Inspecting officers are saluted whenever making an official inspection.
- When addressed by or addressing an officer salutes shall be exchanged. However, persons at work or engaged in games salute seniors only when addressed by them, and then only if circumstances warrant.
- At crowded gatherings and in congested areas salutes will be rendered only when addressing or being addressed by a senior officer. It should be remembered that this rule is not intended to conflict with the spirit of saluting regulations, and salutes should always be rendered when it appears questionable whether to or not to salute.
- At other times when the progress of a senior officer may be impaired, officers and men clear a gangway and stand at attention facing the senior officer until he has passed.

Boats

- Men seated in boats in which there is no officer, petty officer or acting petty officer in charge rise and salute all officers passing near. When an officer, petty officer or acting petty officer is in charge of a boat he alone renders the salute. This applies when boats are lying at landings, gangways or booms.
- Officers seated in boats rise in rendering and returning salutes when a senior enters or leaves the boat, or when acknowledging a gun salute.
- Coxswains in charge of boats rise (unless by so doing the safety of the boat is imperiled) and salute when officers enter or leave their boats, or when extending a salute to all commissioned officers.
- Enlisted personnel who are passengers in the stern sheets of a boat rise and salute when a commissioned officer enters or leaves the boat.
- Boatkeepers and all other en-

listed personnel in boats not underway and not carrying an officer stand and salute when an officer comes alongside, leaves the side, or passes near them. If boat awnings are spread, they sit at attention and salute with the hand, but without rising.

• In boats passing with officers or officials on board and in view, the senior officer and coxswain of each boat render salutes. The officers will not rise when saluting. Coxswains will rise and salute unless it is dangerous or impracticable to do so.

Buildings Ashore

In Navy buildings ashore the same general rules of saluting apply as on board ship: salute the captain and all officers senior to him on all occasions, other officers on first daily meeting.

Civilian Clothes

Seniors wearing civilian clothes should be saluted when recognized on all occasions when a salute is in order, whether encountered at a naval activity or ashore. If covered, the senior will return the salute. If uncovered he will not return the salute unless failure to do so would cause embarrassment to all concerned. It is the senior's prerogative to decide whether any embarrassment will result from his not returning the salute.

If the junior is in civilian clothes and covered he will salute seniors both in civilian clothes and in uniform, regardless of whether the senior wearing civilian clothes is covered. If the junior is in civilian clothes and uncovered he will not salute.

A member of the naval service not in uniform will, when greeting civilians, comply with the rules and customs established for civilians.

Group

If enlisted men or officers are standing together and a senior officer approaches the first to notice his approach says, "Attention!" and all face the officer and salute.

Ladies

When covered, officers and men escorting ladies, or meeting officers and men escorting ladies, render the customary salute; if seated with ladies, juniors rise and salute. It is customary to salute a lady acquaintance when meeting upon the street, as a form of greeting, and when departing from her company on the street.

Overtaking

No junior should overtake and pass a senior without permission. When in a hurry and it is necessary to pass a senior officer the junior salutes when abreast and asks, "By your leave, sir?"

Reporting

When reporting on deck or out-of-doors ashore, you are covered and salute accordingly. When reporting in an office, you uncover upon approaching the senior—and therefore do not salute.

Seated

Enlisted personnel seated and without particular occupation rise upon the approach of an officer, face toward him and salute. If both remain in the same general vicinity, the compliments need not be repeated. These rules do not apply when seated in a boat.

Seniority Unknown

There are many cases when officers of the same rank will not know their relative seniority. Obviously you cannot go around asking officers what their date of rank is before saluting. In such cases both officers should salute mutually and without delay.

Sentries

Sentries at gangways salute all officers going over the side or coming aboard and when passing or being passed by officers close aboard, either in boats or otherwise.

Several Officers

When several officers in company are saluted, all return the salute.

Vehicles

Enlisted personnel and officers salute all senior officers riding past in vehicles. While passengers in a vehicle, naval personnel both render and return salutes, as may be required. As the driver of a vehicle, a man is required to salute if the car is stopped, but it is not necessary for him to salute while the vehicle is moving if to do so would endanger the safety of the occupants.

When in doubt—salute. It is better to salute even if in doubt as to the necessity for so doing than to be thought ignorant of the rules of this practice of military courtesy or perhaps sport a pair of tingling ears from having it pointed out to you.

Returning Salutes

Under normal conditions every salute shall be returned. Cases where it is impracticable for the senior to return the salute, i.e., arms engaged, driving a vehicle, etc., have been pointed out in other sections of this article.

Specific Cases

Listed below are several situations often encountered by personnel and the proper saluting procedure to be followed in each case.

• If addressed by an officer, enlisted personnel salute at the beginning and at the end of the conversation. If in formation men salute only upon command.

• A member of a guard detail does not salute when performing any duty which prevents saluting.

• If a lieutenant is walking in company with a commander and they are approached by a lieutenant commander, the lieutenant cannot salute first; the lieutenant commander salutes first and the lieutenant returns the salute with the commander. The same procedure would apply when an enlisted man is walking in company with a senior officer and they are met by a junior officer.

• "Eyes right" is a form of salute for men in ranks and is executed only upon command.

• A case where salute is not rendered at six paces but when abreast is when a junior overtakes a senior.

• Reserve officers not on active duty (and not in uniform) *are not* entitled to a salute.

• Officers of the Maritime Service are not officially entitled to a salute, but under proper circumstances and as a matter of courtesy they sometimes are saluted.

• Five types of salutes rendered by naval personnel are: hand; rifle (at order arms); rifle (at right shoulder arms); rifle (at present arms); "eyes right."

• If an Army and a Navy officer meet and both have their right arms engaged, the Navy officer may salute with his left hand; the Army officer, according to Army regulations, may not.

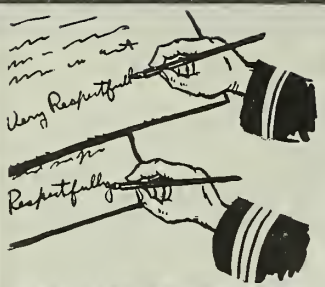
• If an officer, covered, is walking down the passageway of a Navy building and encounters a senior officer uncovered, he should salute. However, the senior officer cannot return it except by a nod or greeting, unless a return hand salute is necessary to avoid embarrassment.

• An officer never salutes when reporting to a senior in an office. He always uncovers before entering.

• If a line officer and a staff officer

(*Continued on page* 34)

NAVAL COURTESY A



JUNIORS SUBSCRIBE THEIR LETTERS TO SENIORS "VERY RESPECTFULLY"; A SENIOR MAY USE "RESPECTFULLY"



COMMEND A JUNIOR PUBLICLY -REPROVE HIM PRIVATELY



THE JUNIOR ADDS TO HIS SALUTE A BRIEF GREETING



A SENIOR MAY "CALL" ATTENTION TO SOMETHING: A JUNIOR "INVITES" IT



SEATED JUNIOR, WHEN ADDRESSED BY SENIOR, RISES AND REMAINS AT ATTENTION



OFFER OF HANDSHAKE SHOULD COME FROM SENIOR



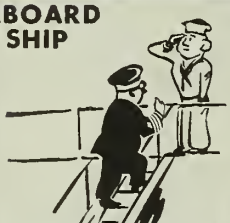
BEFORE VISITING SHIP IN MIDSTREAM ASK PERMISSION OF SENIOR OFFICER IN BOAT



KEEP APPOINTMENTS YOU HAVE MADE

WHEN T

ABOARD SHIP



SENTRIES AT GANGWAYS SALUTE ALL OFFICES GOING OR COMING OVER SIDE, PASSING CLOSE ABOARD



ON FIRST DAILY MEETING ENLISTED MEN SALUTE ALL OFFICERS, JUNIOR OFFICERS SALUTE SENIOR



ON EVERY OCCASION SALUTE THE CAPTAIN, OFFICERS SENIOR TO HIM, SENIOR OFFICERS FROM OTHER SHIPS

IN GENERAL





ENLISTED MEN SALUTE OFFICERS AND JUNIOR OFFICERS SALUTE SENIO WHEN MEETING, PASSING NEAR, WHEN ADDRESSING OR BEING ADDRESSE

ON SHORE



MEN AND OFFICERS SALUTE ALL SENIOR U.S. AND ALLIED OFFICERS THEY MAY ENCOUNTER



UPON APPROACH OF OFFICER, ONE CALLS ATTENTION, ALL SALUTE



WHEN OFFICER MEETS DETAIL ASHORE OR AFLOAT, MAN IN CHARGE SALUTES FOR DETAIL



WHEN SEVERAL OFFICERS ARE SALUTED, ALL SHALL RETURN IT



WHEN OVERTAKING A SENIOR, THE SALUTE SHALL BE GIVEN WHEN ABREAST, WITH "BY YOUR LEAVE, SIR

WHEN NO



WHEN UNCOVERED (WITHOUT HEADDRESS)



WHEN IN RANKS (IF ADDRESSED, COME TO ATTENTION)



AT OARS IN A PULLING BOAT



WHEN ENGAGED IN GAMES OR ATHLETICS



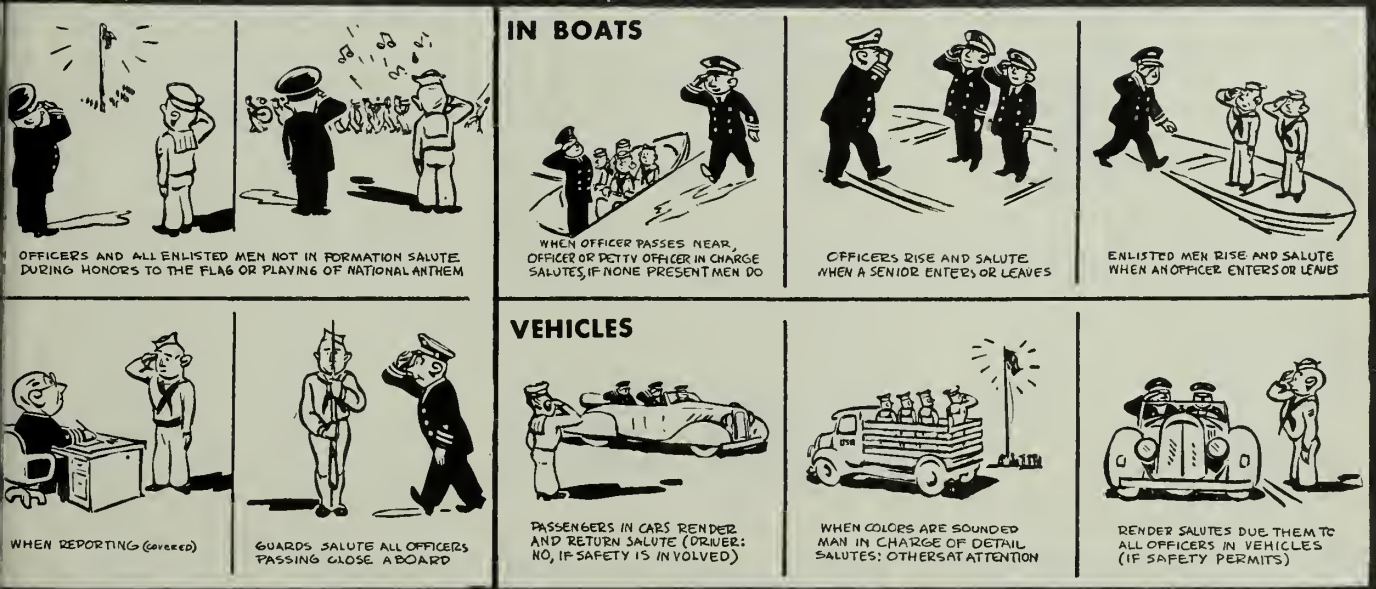
WHEN CA WITH B

Prepared by ALL

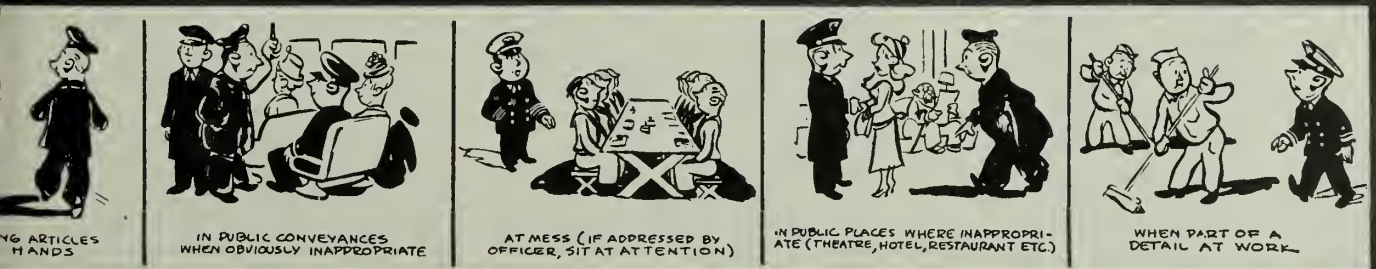
HORE AND AFLOAT



SALUTE



TO SALUTE



(*Continued from page* 31)
of the same rank meet, the officer with the junior date of rank should initiate the salute. In cases where they are unaware of who is senior in this respect, they should both salute immediately.

• When an officer awards an enlisted man a decoration or citation, it is customary for the enlisted man, after receiving the award, to step back and salute the officer, who then returns the salute.

• There is no truth in the scuttlebutt that a man, regardless of rank or rate, is entitled to a salute from seniors if he has been awarded the Congressional Medal of Honor. No special privileges in regard to saluting are conferred upon Medal of Honor holders.

• If a woman officer is in church and the national anthem is played, she *does not* salute. In such instances it is presumed that the hat is not being worn as a badge of office, but is in conformity to civilian rather than military custom. She should stand at attention, and may join in the singing if desired.

• Officers and enlisted personnel on watch aboard ship do not remove their hats when entering the wardroom or wardroom country. Seniors addressing or addressed by men on duty exchange salutes with them if in a space where both parties should be covered. If reporting to an officer in a space where he would be uncovered, the man on duty remains covered and renders a salute. The officer, if uncovered, does not return the salute but acknowledges it with a nod or greeting.

RELATIONS OF SENIORS AND JUNIORS

The foundation of military courtesy between officers is precedence and deference to seniors. Officers take precedence according to rank and this precedence is not confined to strictly military relations on ship or shore, but extends to the mess, to the club and to their social life.

Naval courtesy prescribes that junior officers will accord their seniors certain tokens of deference and respect, which correspond to those younger men would accord to their elders under the usages of polite society. Navy Regulations 1948 state that, "Juniors shall show deference to seniors at all times by recognizing their presence and by employing a courteous and respectful bearing and mode of speech toward them."

Courtesy also prescribes that seniors will, with equal punctiliousness, acknowledge and respond to tokens of respect required of juniors, so there is nothing servile in the interchange, but rather a sort of ritual for observance by those serving their country in a strictly ordered fraternity of military service.

When approaching a senior for the purpose of making an official report or request, the junior officer maintains an attitude of military attention. He does not take a seat, or smoke, until invited to do so. Under some circumstances it might be permissible for the junior to ask, "Do you mind if I smoke, sir?" but if with the captain, this would not be proper. Any relaxation of formality and official relations should be, as one writer put it, "awaited" rather than "anticipated" by juniors.

Unless on watch, a person in the naval service always uncovers when he enters a room in which a senior is present.

When a senior enters a room in which junior officers or enlisted men are seated the first one who sees him orders "attention." All present remain at attention until ordered to "carry on."

When a junior officer or enlisted man observes a senior officer approaching his group (except at work or meals) he commands "attention." Those present remain at attention until the senior gestures to "carry on." If addressed by a senior, a junior should, if seated, rise and remain at attention. Men seated at work, at games or at mess are not required to rise when an officer (other than a flag officer or the captain of the ship) passes unless they are called to attention or when it is necessary to clear a gangway.

As the place of honor is on the right, when a junior walks, rides or sits with a senior, he takes position alongside and to the left. When pacing to and fro, however, positions are not changed. The junior keeps step with the senior. On board ship the senior is generally afforded the outboard position. The junior opens doors and enters last.

The only proper reply to an oral order is "aye, aye, sir." It means three things: you heard the order, you understand the order and you will carry out the order to the best of your ability. Such responses as, "O.K., sir," "all right, sir," "yes, sir," "very well, sir," are improper. Seniors may respond with "very well" or "very good," in acknowledgment of a report made by a junior.

An order gives a junior a job to be done and leaves it up to him as to how he will accomplish it. It does not always specify the exact time when it shall be executed, but frequently fixes a certain time limit.

A command directs a specific action, without alternatives.

If you are the executive officer and tell the chief yeoman to have a certain report prepared by the end of the week, you have given him an order. If you tell him to bring you the mast book you have given him a command.

By custom and tradition of the service, a seniors expressed wish or desire is the same as an order.

At parties or other social functions where the captain is present, it is not considered good taste to leave before he does. If necessary to do so, respects are paid to him before departing.

A junior always waits for the senior to initiate the gesture of shaking hands. It is considered good form for senior officers to offer their hand to junior officers and enlisted personnel upon being introduced socially.

Social Calls Aboard Ship

Although officers reporting aboard ship or at a naval station may see the commanding officer in person, they must also make a visit of courtesy to him within 48 hours. They should consult the executive officer as to when will be the most convenient time. Sometimes COs, pressed for time, temporarily discontinue courtesy calls.

Officers making courtesy visits should limit them to about 10 minutes unless requested to remain longer. They should be attentive and polite. but not servile or wooden. Although the host should be allowed to direct the conversation, they should add more to it than simple affirmatives and negatives. Leading questions concerning the new duty, problems facing the host and intimate questions on his private life should be avoided.

Often young officers, because of a natural timidity, lack the confidence to excuse themselves and leave promptly when the time comes to go. This is likely to create a bad impression on the host inasmuch as it indicates a lack of social training.

In verbal messages or conversation there are certain differences in phrasing which should be noted. A senior officer sends his compliments to a junior. (Admiral Jones "presents his compliments to Captain Johnson and says," etc.) A junior never presents his compliments to a senior but sends his respects. It is considered proper for a junior officer making a call upon his commanding officer to say, "Captain, I came to pay my respects," or to say to the orderly before entering the cabin, "Tell the Captain that Ensign Smith would like to pay his respects."

In written correspondence, the senior officer may call attention to something, but the junior may only invite it. A junior writing a memorandum to a senior subscribes it, "Very respectfully;" a senior writing to a junior may, but is not required to, complimentary close his correspondence, "Respectfully."

ETIQUETTE ASHORE

In many respects naval courtesy ashore parallels shipboard practice. Rules regarding walking with seniors are the same ashore as afloat—juniors to the left. The process of getting into an automobile is the same as getting into a boat; juniors first in, last out. A lieutenant and a captain would get into an automobile in that order, with the lieutenant taking the seat in the far, or left-hand corner and the captain on the right. When they get out, the captain would leave first. However, on entering buildings the junior opens doors for the senior and enters last.

The social call which a junior officer attached to a small activity ashore must make on his senior officer in his home should be limited to a half-hour. In making this call a junior may learn a lot about his senior's interests and hobbies and, in general, a better mutual understanding is formed between the two. The senior usually relaxes and sets an informal note, and, for the time being, rank is relegated to the background.

An officer invited to dinner should take particular pains to be punctual and to leave before his welcome has worn out. It is not necessary to stay all afternoon or evening. A visit of about one hour after a meal is all that courtesy demands, and the visitor should excuse himself within this time unless urged to remain. He should also be able to distinguish between a



polite demur at his departing and a sincere request by his host to remain longer. If there is present a guest of honor who is not a house guest, other guests should await her or his departure, if possible.

An officer invited to dinner is expected to do more than merely eat appreciatively. He is expected to contribute some engaging and intelligent conversation, and should show an interest in national and world affairs as well as with incidents of merely local import. He should be careful not to monopolize the conversation with a long-winded monologue.

While it may seen unjust that a courageous and able naval officer may be judged by important persons for his table manners, it is nevertheless a fact almost universally accepted in the civilized world that crudeness at meals may do much to mar the career of an officer that otherwise might be distinguished. Good manners are an essential requirement for a naval officer.

Nothing is quite so exasperating as the guest who stands in an open door to prolong a departure by continuing an old conversation or starting a new one while in winter the house cools or in summer the flies rush in. When guests have made preparations to leave they should do so with a minimum of delay and a maximum of grace, which should include an appreciative remark about the host's hospitality.

COURTESY TO LADIES

Most questions of courtesy brought up by the presence of women in the military services can be solved simply: the rules of military courtesy apply and rank takes precedence.

However, since military courtesy also includes deference to women and since a senior's wish is also an implied command, there may be occasions when a senior male officer will indicate he prefers courtesy to women above strict military usage. In such cases the junior woman acts accordingly without any hesitation or embarrassing counter-deference.

Walking With Women

When walking with a woman, you should give her the same place of honor you would give a senior officer —on your right. It has been customary for many years for the man to take the outside of the walk, although the practice is now somewhat outdated. Back when horse-drawn carriages were splashing through muddy streets it was a reasonable courtesy that the man take the outside position where the mud was likely to land. With unpaved streets a thing of the past and horse-drawn carriages pointed out as antiques, there appears little justification for this practice nowadays. However, it is just as well to observe it rather than seem to be withholding a common courtesy. The positions on the outside or on a woman's left are both perfectly correct.

When walking with a woman the arm is offered only when assistance is appropriate, such as when there is a real necessity of assisting her through crowded traffic or over rough ground.

When walking with more than one woman, a gentleman traditionally takes his position on the outside—a practice which has no justification, since it too is a holdover from horse and buggy days. In this respect it seems more sensible that when there is one woman and two men, the girl takes the center position. If there are two women and one man, then the man should take the center position.

When walking with women in uniform (upon social rather than military occasions), a different problem comes up. Do you, if you are senior, take the inside or right-hand position? Or do you, as a gentleman, accord that courtesy to the lady? On social occasions it is quite proper to follow the social custom.

Courtesy in Public Vehicles

In street cars and buses the question of whether you get up and give a lady your seat is not so much a matter of military courtesy as just plain courtesy. You may be dog-tired and think that a vigorous looking young woman is just as capable of hanging onto a strap for 20 blocks as you are. You don't have to get up and give her your seat. But remember that if you are in uniform you are probably conspicuous and your actions will be the subject of comment.

Any courtesy you extend reflects favorably not only on you but on the Navy as a whole. You will not be reprimanded if you don't give your seat or commended if you do, but as a healthy military man you'll probably feel slightly silly and embarrassed if you don't.

Courtesy in Elevators

Currently it is more the exception than the rule when men remove their hats in elevators with women. In crowded public elevators there are sometimes signs asking you to please *not* remove your hat. Reason for this is that holding your hat in your hand decreases the amount of space, plus the fact you may make someone a candidate for a seeing eye dog with your elbow while removing it.

In general follow this rule: If other civilian men in the elevator remove their headgear, you remove your hat. If other men leave their hats on, follow suit. Do the common sense thing by following the example of others, lest you appear to be withholding a courtesy which others were willing to offer.

Saluting Women

The same regulations for salutes apply to women as to men except when indoors where men are customarily uncovered, as in church or the theater. Women members of the military services wearing hats in such places are following the civilian rather than the military custom, and do not salute even though wearing hats.

FORMS OF ADDRESS AND INTRODUCTIONS

There are some slight differences in methods of addressing and introducing military personnel, according to whether you are in military or civilian circles at the time. Usually the military customs predominate.

Listed below is the proper wording for introducing naval personnel in various categories:

- Naval officers with the rank of commander or above, both line and staff, are always addressed and introduced by their titles. Those with rank of lieutenant commander or below are generally addressed and introduced in military circles as "Mr.———."
- Officers of the medical and dental corps are addressed by their titles, if commander or above, while those of the rank of lieutenant commander or below are addressed as "Dr.———." However, if a senior officer of the medical or dental corps prefers to be addressed as "Dr." rather than by his military title, such preference should, of course, be honored.
- All chaplains are properly addressed as "Chaplain" regardless of their rank.
- A woman officer of captain or commander rank may be introduced by title, but thereafter may be addressed as "Miss" or "Mrs." Below the rank of commander, "Miss" or "Mrs." is used both for introduction and address. When the marital status

of a Wave or Nurse officer is not known, use the title of her rank in addressing her.

- Officers of the U.S. Public Health Service, of whatever rank, are addressed and introduced as "Dr.———" if they are either MDs or dentists, and as "Mr.———" if they are in the sanitary engineer branch.
- A chief warrant officer or warrant officer is always called "Mr.——" and is never addressed as "chief."
- A midshipman is addressed and introduced as "Mr.———."

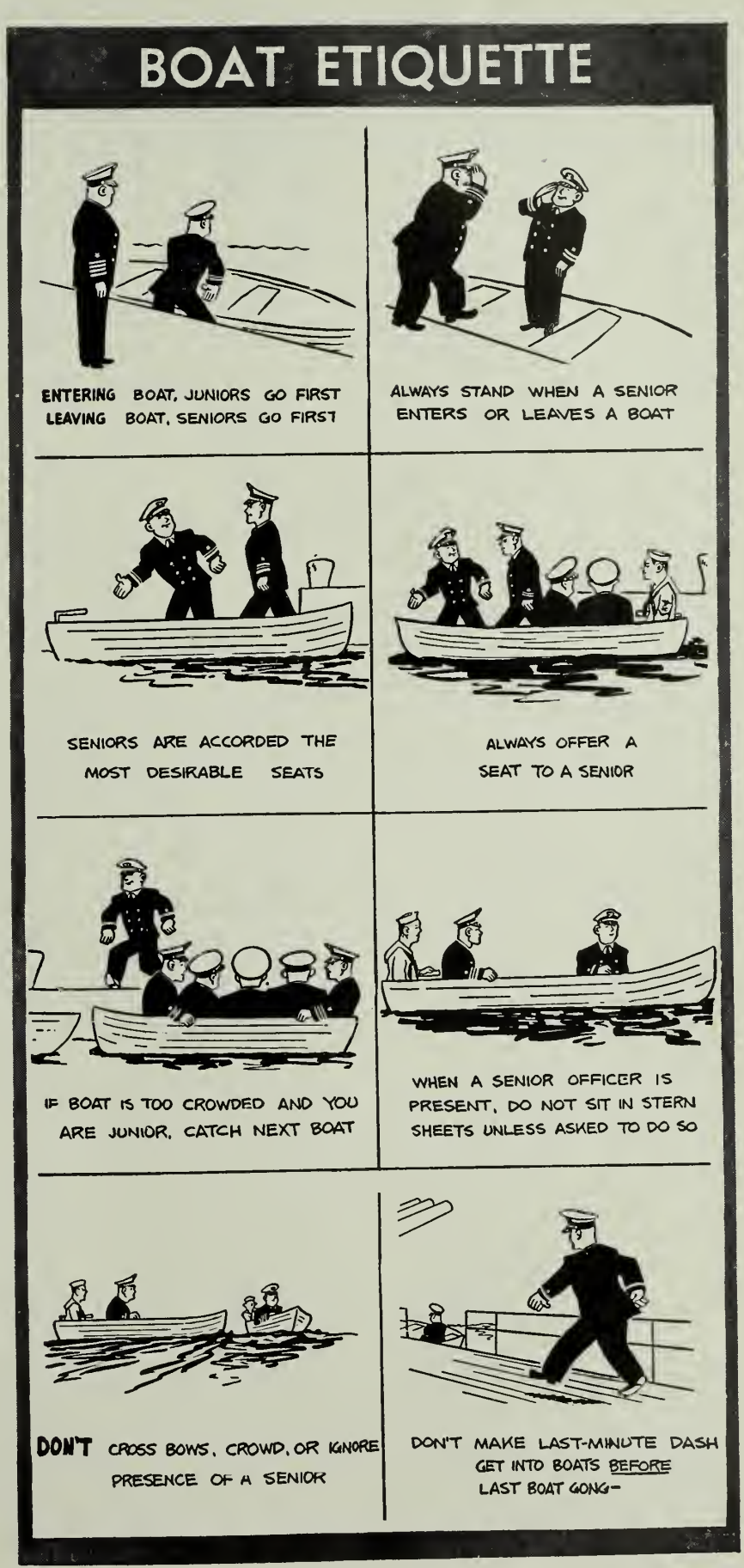
The correct response to a question from a woman officer is, "Yes, Lieutenant," or, "Yes, Miss Jones." The Navy has not authorized the use of "Ma'am" in addressing women officers and you couldn't very well answer. "Yes sir."

In general it is preferable to call a senior by his title *and* name, such as Commander Doe, Mr. Doe, etc., rather than by the impersonal "sir." In prolonged conversation where the repetition of this would seem forced or awkward, the shorter "sir" is naturally used.

In any naval organization there is only one "captain" (the regularly assigned CO) and only one "commander" (the regularly assigned executive officer) who may be addressed as "captain" or "commander" without appending their name. At any rate, that is the way it would be if everyone went according to the book. In actual practice where a large number of those ranks are frequently encountered the use of "captain" or "commander" without attaching the officer's name is often heard.

Under military conditions, enlisted personnel are known by their last names. But in a social gathering, civilians would feel unnecessarily curt in addressing any enlisted man or woman by last name alone. It is customary for those outside the service to extend to any enlisted man or woman the same courtesies they would naturally have extended to them in civil life, and to prefix their name with "Mr.," "Miss" or "Mrs." as the case may be. In introductions one procedure is to give the rating and name, then the mode of address, as in: "This is Gunner's Mate White. Mr. White will be visiting with us for a while.

Another procedure which has greater simplicity is to introduce enlisted personnel by rank rather than specialty. "This is Petty Officer Smith," for example. Below petty officer you



would say, "This is Seaman Jones," or "Fireman Jones." After the introduction they both would be addressed as "Mr. Jones" or "Mr. Smith."

Actually most introductions are likely to occur on a less formal basis than prescribed in rules.

QUARTERDECK ETIQUETTE

The quarterdeck is an honored, ceremonial part of the ship. When an officer comes aboard he salutes the officer of the deck and says, "I report my return aboard, sir," if it is his own ship. When visiting a ship he says, "I request permission to come aboard, sir." An officer leaving his own ship salutes first the officer of the deck, saying, "I have permission to leave the ship, sir," then salutes the quarterdeck as he leaves. If a visitor, the officer says, as he salutes the OOD, "With your permission, I shall leave the ship, sir."

The etiquette of the quarterdeck should be strictly enforced by the watch officer. The quarterdeck should be kept immaculate and its ceremonial character maintained. For all personnel, adherence to these rules is required:

- Avoid appearing on the quarterdeck out of uniform.
- Never smoke on the quarterdeck.
- Avoid putting hands in pockets, especially on the quarterdeck.
- Avoid skylarking on the quarterdeck.
- On larger ships where it is appropriate, never walk on the starboard side of the quarterdeck unless invited by the admiral or the captain.
- Don't engage in recreational athletics on the quarterdeck unless it is sanctioned by the captain.

The officer of the deck represents the captain and is responsible for the safety of the ship, subject to any orders he may receive from the captain. Every officer or other person on board ship, whatever his rank, who is subject to the orders of the commanding officer, except the executive officer, is subordinate to the OOD.

WARDROOM ETIQUETTE

- The wardroom is the commissioned officers' mess and lounge room. For officers, the main rules of etiquette are:
- Don't enter or lounge in the wardroom out of uniform.
- Don't sit down to meals before the presiding officer does. (Exception: breakfast).



- If necessary to leave before the completion of the meal, ask to be excused.
- Always introduce guests to wardroom officers, especially on small ships.
- Never be late for meals. If you are unavoidably late, make your apologies to the presiding officer.
- Don't loiter in the wardroom during working hours.
- Avoid wearing a cap in the wardroom, especially when a meal is in progress. (Officers and enlisted personnel on watch do not remove hats on entering the wardroom.)
- Avoid being boisterous or loud in the wardroom.
- Don't talk shop continuously.
- Pay mess bills promptly.
- An attitude of frank admission of ignorance in certain features of wardroom etiquette is much more respected by fellow officers than assuming a presumptuous attitude and continually making blunders.
- Religion, politics and women should not be discussed at the mess table.
- "Bulkheading" — expressing unfavorable comments and opinions about senior officers—is not tolerated.

In general, the young officer pursues the correct course by being the best listener in the mess.

The executive officer is usually the president of the mess. On small vessels the commanding officer sits at the wardroom mess table, and is president of the mess. Officers are assigned permanent seats at the table, alternately, in the order of rank to the right and left of the presiding officer. An exception is the mess treasurer, who occupies the seat opposite the presiding officer. (Second ranking officer sits on the right of the presiding officer, third ranking officer sits on the left, etc.).

BOAT ETIQUETTE

The basic rules of boat etiquette may be summed up as follows:

- Officers enter boats in inverse order of rank (junior first) and leave them in order of rank (juniors last), unless directed otherwise by the senior officer present.
- Always stand and salute when a senior enters or leaves a boat, unless you are an enlisted man and there is an officer or petty officer in charge to render the honors.
- When a senior officer is present, do not sit in the stern sheets unless invited to do so.
- The seniors are accorded the most desirable seats.
- Always offer a seat to a senior.
- When leaving ship, get in the boat a minute before the boat gong—or when the OOD says the boat is ready—don't make a last-second dash down the gangway.
- If the boat is crowded, juniors disembark and embark in the next one.
- Juniors in boats take care to give seniors plenty of room.
- A landing over another boat should not be made without permission, and permission is not requested if it can be avoided.

CONCLUSION

All organizations in civilized society have certain customs and rules of etiquette established for the mutual benefit of their members. Where men live close together as is done aboard ship it is especially necessary to have these customs and rules of etiquette for smooth cooperation. Disregard of customs and etiquette marks naval personnel as careless, lazy or ignorant, and will eventually mar their service career.

Some of the smaller ships do not follow these customs as strictly as the larger ones, but until an officer or enlisted man is thoroughly familiar with the variations that may exist on a particular ship he should take no chances. Most members of the naval service take a great deal of pride in the customs and traditions of the Navy, and take pleasure in demonstrating they are on-the-ball sailors by eagerly conforming to the customs and etiquette of the service. Good sailors like to steer a straight course.

DECORATIONS & CITATIONS



Gold star in lieu of third award:

★ PARKS, LEWIS S., CAPT, USN, Wilmington, Del.: As commander of a coordinated attack group of submarines, during operations against enemy Japanese shipping off the Luzon Straits and in the South China Sea, 17 June to 17 Aug 1944, Captain Parks contributed materially to the success of attacks in which seven enemy ships and two armed patrol craft totaling 57,000 tons were sunk and five additional enemy ships totaling 33,930 tons were damaged.



★ PATRICK, Charles W., CMoMM, USN, Maysville, Mo: In charge of engineroom of USS *Grampus* during fourth and fifth war patrols against enemy Japanese forces in the New Britain-Solomon Islands Area from 7 October to 19 Jan 1943.

★ PATRICK, George L., LTJG, USN, Maysville, Mo.: In action against Japanese forces during first and second war patrol of USS *Pompano* in waters of Marshall Islands and East China Sea 18 Dec 1941 to 31 Jan 1942 and from 20 April to 18 June 1942.

★ VIEBRANZ, Alfred C., LT, USNR, Milford, Conn.: Radar officer aboard USS *Haddo* during the ninth war patrol in action against Japanese in East China Sea and Yellow Sea areas from 31 May to 16 July 1945.



★ OWEN, Arthur E., CAPT, USN, New York, N. Y.: Damage control officer and first lieutenant USS *Tennessee* during operations against the Japanese in the Pacific area from 9 Jan 1944 to 24 Aug 1945.

★ RIVERO, Horacia, CDR, USN, Bethesda, Md.: Executive officer USS *Pittsburgh* during operations against the Japanese in the vicinity of Nansei Shoto 5 June 1945.

★ TAYLOR, William E. G., CAPT, USNR, New York, N. Y.: Officer-in-charge of night fighter training in support of operations against the enemy from May 1942 to May 1944.



Ewa Snow

'You look like an enterprising young man who'd like to earn himself a quarter.'

★ TEASLEY, William A., CAPT, USN, (Ret.), San Diego, Calif.: Commander, Naval Base, Brisbane, and as Commander, Subordinate Command, Australia, Service Force, Seventh Fleet.

★ THOMPSON, James I., LTJG, USN, San Pedro, Calif.: Boatswain USS *South Dakota* in action against enemy Japanese force off the coast of Okinawa on 6 May 1945.

★ VETH, Kenneth L., CDR, USN, Minot, N. D.: Mine warfare officer on the staff of Commander Southwest Pacific Force during operations against enemy Japanese forces in the Pacific war area from 27 May to 4 Nov 1943.

★ WALLACE, William F., LCDR, USNR, Somerset, Ohio: Attached to Mine Assembly Base 128 and while on temporary additional duty as naval mining officer with the 313th Bombardment Wing of the 20th Air Force from 23 January to 10 Aug 1945.

★ WEIMER, Edward L. B., CAPT, USN, Cuyahoga Falls, Ohio: Commander Task Group 73.2 and commanding officer USS *Pocomoke* during action against the Japanese in the Southwest Pacific area.

★ WRIGHT, Albert M., CDR, USN, (Ret.), San Diego, Calif.: Chief staff officer of Commander Service Squadron 10 representative at Funafuti and Kwajelein in connection with operations against the Japanese from March 1944 to January 1945.

Navy Experts Help Make Kids' Dream Come True

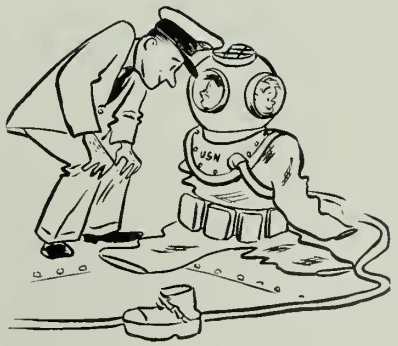
Big and powerful as the Navy is, it still can find time to make a young feller's dreams come true—in part, at least. If you don't believe it, just ask 13-year-old Dave Curtis of San Francisco . . .

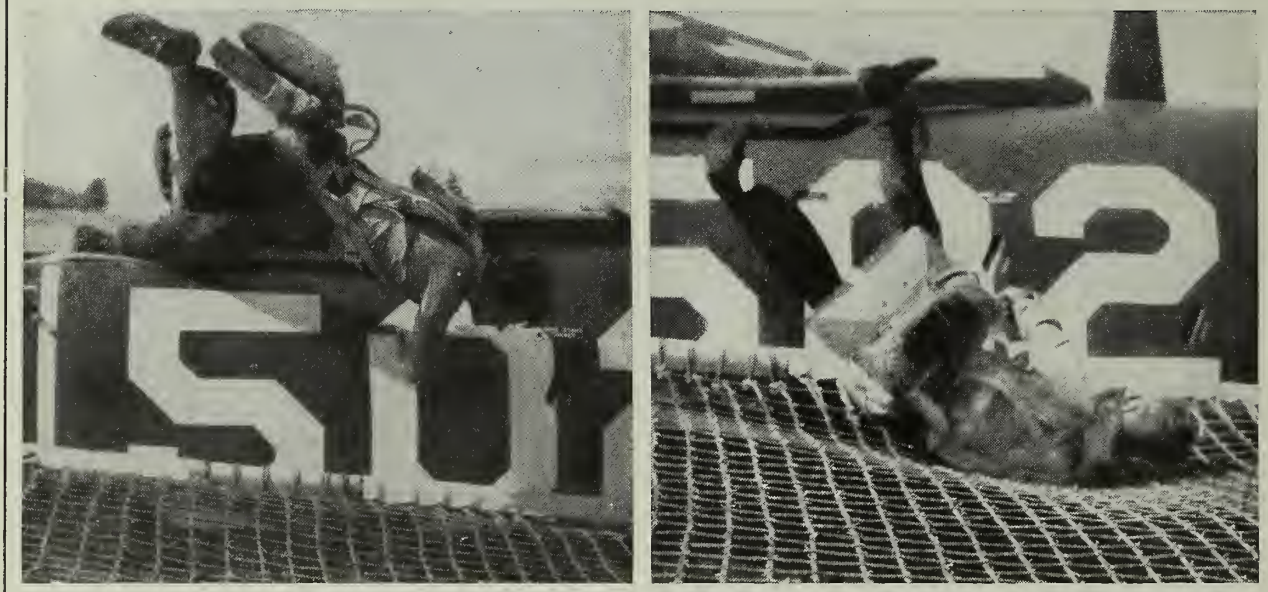
Dave and his buddy—Don Mibach, 14—wanted to be deep-sea divers and go treasure hunting off the coast of the British Isles. Dave wrote the Chamber of Commerce in Falmouth, England, about it, and—to assure himself a prompt answer—signed the letter, "a rich American diver."

Excitement in Falmouth was intense but short-lived. Dave and Don were as far as ever from realizing their dream. That's when the Navy stepped in.

The two adventurers were taken to the Hunter's Point shipyard and given the groundwork of diving by a seasoned Navy deep-sea man. Dave encased his 105-pound body in a 200-pound Navy diving outfit to get to the heart of the matter. His sidekick acted as tender. Later, Dave tried the shallow-water outfit—a face-mask, weighted belt and swimming trunks. Neither of the youths actually entered the water but both assured their CPO instructor that they could have managed it.

Meanwhile, the sunken treasure—if any—lying off the coast of England is still awaiting the arrival of Dave and Don.





BAIL-OUT technique is demonstrated by Fred Clover, PR1, as he dives from cockpit (left) into safety of the net (rig

Bail-Out Trainer Will Save Pilot Lives in Aerial Emergencies

A new bail-out trainer in use at NAS Alameda is expected to help save lives of pilots in future aerial emergencies.

At first glance, the new specially-designed net appears to be a giant set of bunk springs with one-third of its length slanting upward at an angle of 45 degrees. For use, the net is supported against the side of a plane's fuselage while the plane is itself supported by a frame-work in a nearly level position on the ground.

The plane's motor is revved up to give a powerful slip stream such as would be met in actual flight. At a signal the pilot pretends that something has occurred which will require his bailing out—and quick. He opens the canopy, removes excess gear, unbuckles the seat strap, rises in his seat, makes a half turn and "rolls" overboard. Most pilots learn to do this from signal to bail-out in five to 10 seconds.

Purpose of the training and practice is two-fold. One is to acquire the knack of getting out in a hurry. If a plane is going down-hill at 450 miles an hour it can get close to the ground in a very short time—sometimes too close for use of a parachute. The other purpose is to learn to miss the plane's wing and stabilizer.

The new net has its forward portion above the wing. Just aft of the trailing edge of the wing the net bends upward. Bail-out students find that the slip stream usually blows them aft so swiftly that they would clear the wing if the net were absent—if their technique is correct, that is. The upward sweep at the after end of the net brings the pilot to a halt before he is blown off onto the ground—saving considerable wear and tear on the anatomy.

Previous nets for bail-out training use were suspended below the wing instead of above. Then, if an error in technique occurred, the pilot was likely to drop onto the wing and be injured. Also the pilot could expect to get rolled off the net onto the pavement if he was unlucky, with additional bruises.

"Training with this equipment impresses the pilot with the necessity of remaining calm in the face of disaster," one pilot stated. "By actually bailing out repeatedly, he develops the technique that will swiftly and safely clear him of the dangers of the ship's wing, fuselage and horizontal stabilizer."

New Marine Assault Technique

The Marine Corps has unveiled a new technique for staging amphibious assaut landings.

Involving the use of helicopters loaded with combat troops and flown from the decks of widely-dispersed Navy carriers, it is designed to counter the threat of atomic attack on a concentrated amphibious fleet.

Experts point out unofficially that six Navy CVEs can carry 200 of the Piasecki "Flying Banana" helicopters which can be launched from the carriers 40 miles from shore and put a Marine regimental combat team on the beach. These troops would not necessarily be landed on the shore line, but could be placed ashore at strategic spots, then fight their way to the beaches where very heavy combat equipment could be brought in by boat. The 'copters are capable of carrying guns as large as the 75-mm. pack howitzer.

The currently used helicopters carry seven combat troops in addition to the crew. A larger craft, capable of carrying 35 men, is under development. One limiting factor in the size of the helicopters is the size of the carriers' elevators.

In demonstrations held at Marine Corps Schools, Quantico, Va., the helicopters were loaded and launched from the simulated deck of a carrier, then came in at 50 feet, covered by strafing and smoke-laying jet fighters. The assault Marines were out and fighting in a matter of seconds. A demonstration was given to members of Congress on the effectiveness of the system and of the close coordination between air and ground units.

Actual assault landing tests have

been conducted from the decks of carriers and more extensive tests of this system are planned. USS *Palau* (CVE 122) and Marine units from Camp Lejeune, N. C., are being used in the experiments.

Fish Get in Hot Water

The sailors you see quaking at captain's mast almost any forenoon aren't the only creatures who get into hot water with the Navy. Take fish, now—

The Navy wants to find out how men can best endure extreme changes in climate without sacrificing their efficiency. Under the auspices of the Office of Naval Research, study has been going on concerning how animals and fish adapt themselves to changes in temperature. As part of the experiments, a number of cod-fish—strictly cold-water dwellers—are going to be dunked in relatively warm water. The water will be of about the same temperature as that in the Pacific ocean off California. Despite the way you may have shivered during your last dip at La Jolla, that's downright hot to a cod.

Cod-fish are very interesting to scientists because of the characteristics of their metabolism. The way they and their metabolism react to "hot" water may have a bearing on you and your next trip to the arctic or the tropics.

Turtle Retraces NC-4's Route

The Navy's record-setting "Truculent Turtle," P2V-2 *Neptune* bomber, demonstrated the advancement made by Naval Aviation in the last 30 years when it retraced the course of the first trans-Atlantic flight in history and chopped 18 days from the time of that historic flight.

Spanning the Atlantic in 16 hours and 50 minutes, the Truculent Turtle traveled the same course that the Navy's NC-4 flew 30 years ago as the pioneer of air travel between the new world and the old.

The old canvas and plywood NC-4 took 19 days to cover the distance in 1919 and was powered by four 400 hp. motors that gave the plane an air speed of 80 knots. The Turtle, equipped with two 2.300 hp. engines, hit off a speed of 200 knots in completing the same flight in less than 17 hours.

CDR Thomas D. Davies, USN, was at the controls for the flight. He had commanded the plane on its record nonstop flight from Perth, Australia, to Columbus, Ohio, in 1946.

A Woman Was the Cause of Tuffy's Downfall

Greenken's Archibald is his name—but be careful, Mac, he's a little touchy about it. His nick-name is "Tuffy" and at the present he is the bulldog mascot of the Marine Detachment at the Naval Base in Charleston, S. C.

During the war, Tuffy was in the Navy as mascot aboard USS *Competent* (AM 316). According to his service record, which is now in the custody of the Marines, he is authorized to wear the Asiatic-Pacific Area Campaign Medal with 3 battle stars, China Service Ribbon, Navy Occupation Ribbon, American Theatre and the World War II Victory Medal.

Tuffy was born 12 Mar 1944 in Lynwood, Calif. and has several champions in his pedigree (thus his odd name). In his youth he showed promise by winning first prize in "Class" and third prize in "Show" at the American Kennel Club, Inc. show in Los Angeles in 1944. But unselfishly sacrificing his show career, he answered the call of his country to raise the morale of our fighting Navy men aboard *Competent*, participating in the Okinawa campaign and then several strikes on the east coast of China. Aboard ship he found the movies entertaining and especially liked cartoons. He pulled liberty in Shanghai and his "distinguished" appearance created considerable "sing-song" chattering among the Chinese there.

His misconduct in literally "jumping ship" in Buckner Bay created a sensation but under the circumstances was excusable. The story when retold relieved tension and brought forth a hearty laugh.

Competent was tied up alongside a ship which had on board a dog mascot (female variety). In the heat of all the other excitement, Tuffy (male) did not realize the other dog's presence until *Competent* was getting underway and both dogs were on deck. (Tuffy is a full-blooded bulldog—has no "wolf" blood in his veins, but like the rest of the crew he had been away from the states for a considerable length of time.)

Seeing the other dog, Tuffy must have received some mysterious radar signal, for he seemed to quiver all



RUGGED as his name implies, Tuffy is the mascot of the Marine Detachment at NavBase, Charleston, S. C.

over from the shock. The intervening space between the ships was rapidly widening but Tuffy paid no heed, because the "little lady" on the other ship was looking at him with eyes that resembled those of a "sick calf" more than a dog's. Obviously under the influence of something stronger than common-scents, Tuffy walked nonchalantly but gallantly off the deck into the water.

Tuffy, a Corporal, stands morning quarters and abides by certain regulations but is getting a wee bit lazy as he approaches middle age. He is content just to be around service men and rarely goes on liberty.—George V. Johnson, JO2, USN.

YESTERDAY'S NAVY



Office of Chief of Naval Operations established 29 Aug 1916. Columbia and Washington became first American vessels to circumnavigate the globe leaving Boston 9 Aug 1787. U. S. made Guadalcanal attack 7 Aug 1942.

AUGUST 1949

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			



WORLD'S RECORD was set by *Marshall Mars* when she hauled 301 passengers plus crew from Alameda to San Diego.

Navy Scientist Honored

A Navy scientist, F. R. Marshall, shared honors with a Stanford scientist for the first patent on an invention developed at the U. S. Naval Ordnance Test Station, Inyokern, Calif.

The patent is for a pulsing technique for ultra-high speed photography, which enables photographs to be taken at a shutter exposure time of one 100-millionth of a second.

Marshall, physicist at the Inyokern station, shares credit for the new technique with Dr. A. M. Zarem, Stanford Research Institute scientist and former member of the Navy test station staff.

New Mark by *Marshall Mars*

The Navy's giant flying boat *Marshall Mars* has set a new world's record for a passenger-load carried by a single plane.

The mammoth double-decked sky bird lifted 308 men off the water at Alameda Naval Air Station and set them gently down again at San Diego.

Covering a distance of 500 miles, the flight took 2 hours and 53 minutes.

Before they boarded the plane for her record-shattering flight, the ship's passengers lined up on her wings—overflowing onto the landing float.

The new high for passenger loads was the equivalent of the crews of three of the Navy's largest fleet submarines.

As a result of the flight, *Marshall Mars* broke the record set by a sister ship, *Caroline Mars*, which flew 269 persons from San Diego to Alameda on 4 March.

The plush reclining seats of *Marshall Mars* were removed for the flight and mattresses substituted to accommodate the passngers.

Twelve jato cylinders were used to give the huge craft an extra boost on the take-off but the plane's skipper, CDR James G. Lang, USN, explained that the plane carried only her standard weight, the sailors having replaced the usual cargo.

The passengers were members of a Navy air group returning from a cruise in the carrier *Valley Forge* which had brought them to Alameda. 301 of the total were passengers, seven the crew of the plane on the record flight.



PROUD PARENTS Mr. and Mrs. Ben R. Marsh, visit the ship named in honor of their hero son. They keep in constant touch with the ship and its crew.

144 Navy Personnel Selected

A list of 144 Navy personnel selected for permanent LDO commissions and approved by SecNav on 12 May is published. LDO appointments are being forwarded to those who are now serving in commissioned warrant, warrant or enlisted status, with instructions that the appointments must be accepted or declined in writing by the selectees within 10 days after receipt by their COs.

The list was included as an enclosure to BuPers Circ. Ltr. 86-49 (NDB, 15 May 1949). The lineal precedence of the selectees listed, the letter states, will be determined and their names will be inserted in the established lineal list of limited duty selectees. This integrated list showing the lineal order of applicants selected for commissions in LDO status under the 1948 and 1949 increments will be published as soon as practicable.

Selectees who are now serving in temporary officer status should see BuPers Circ. Ltr. 85-49, which is outlined on page 55.

Aviation Enlisted Personnel

The Navy is conducting a new airman recruit program to supplement its high school airman recruit program and aviation electronics technician program.

The new program for airman re-



TWINS, Doris and Dorothy Harbin, help Gloria Volpi during Marine gas mask drill at Parris Island, S. C.

cruits differs from the other two aviation programs in that applicants are not required to have, necessarily, a high school education. They must, however, score a higher mark on the applicant qualification test than is required for seaman recruits.

Airman recruits will receive their recruit training at Great Lakes, Ill., or San Diego, Calif. After graduation from boot training they will be assigned to aviation activities.

In the high school airman program and aviation electronics technician program, recruits go directly to other schools after completing recruit training. Approximately 1,000 recruits are being enlisted each month under the three programs.

Samoa Celebration

American Samoa had its 49th anniversary under U. S. rule this year and as usual it was just cause for celebration.

As they have each year, the natives invited officers and blue jackets of the Naval Station, Tutuila, and representatives of the Government of American Samoa to join in the festivities.

White-clad sailors mingled with the Samoans in their colorful *lava lavas* as crowds milled around the *malae* or main square of the station to watch a full program of athletic contests, boat races, demonstrations of skill, music and dances.

The natives had streamed in from Lepua, Utelei, Pago Pago and outlying villages of the two islands of American Samoa to take part in the annual celebration of the raising of the Stars and Stripes there in 1900.

Rewarded with enthusiastic bursts of applause, the Samoans exhibited their skill at basketweaving, copra cutting and fire making and competed vigorously in footracing, a tug-of-war, *paopao* (small outriggers) and long boat racing, cricket and softball.

Later in the day, athletics gave way to dancing and music. One of the most picturesque of the dances was the *siva siva*.

The all-day celebration came to an end in the evening with group singing (Samoans are great for singing) and a concert by the Fita Fita band.

Composed of Regular Navy Samoan enlisted men attached to the station, the Fita Fita band chooses only the most accomplished native musicians to play in it. The music it produces is distinctively its own.



THREE Battle Efficiency Pennant winners, USS *Robert L. Wilson*, USS *Ernest G. Small* and USS George K. MacKenzie, tie up side by side at Norfolk, Va.

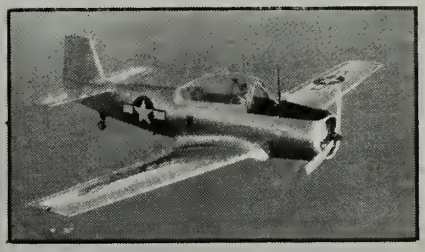
QUIZ AWEIGH

You may dazzle the dolls with nautical niceties and surprise the folks with your salt while you're on the beach but how much ego will you have left after locking horns with the questions below?



(1) This is a high-powered cluster of death and trouble known as (a) Palau Pineapple (b) hedgehog (c) HVAR.

(2) It was developed for use (a) by fighter aircraft against enemy bombers (b) against pill-boxes (c) in anti-submarine warfare.



(3) Airedales and others checked out in the Navy's aircraft designation system will know that the XNQ is (a) night-fighter (b) utility-observation plane (c) experimental trainer.

(4) Going into service within the year, its top speed is expected to be in the neighborhood of (a) more than 300 mph. (b) 160 mph. (c) 240 mph.



(5) Any sailor worth his salt (and probably most lubbers) can identify this ship as an LST. What is its approximate displacement? (a) 1650 tons (b) 2275 tons (c) 3525 tons.

(6) The assault vehicle it is disgarging is designated (a) LVT (b) LAT (c) LVA.

ANSWERS ON PAGE 53

Brief news items about other branches of the armed services.

* * *

PLANS FOR construction of the world's longest suspension bridge, earlier studied by a joint Army-Navy-Air Force board, have been approved by the Secretary of the Army and the Chief of Army Engineers.

The proposed bridge would stretch across The Narrows, New York Harbor, between Staten Island and Brooklyn. Its main span would extend for 4,620 feet between suspension towers which would be located near the edges of The Narrows. A vertical clearance of 237 feet midway between the towers would enable the tallest-masted ships to pass beneath. Clearance at the edges of the channel would be 220 feet.

The bridge would provide a direct route from Long Island and New England to the south and west, by-passing the crowded lanes of Manhattan.

* * *

COAST GUARD Auxiliary units will inspect an estimated 30,000 civilian-owned motorboats this year as a courtesy to eliminate official inspections by the Coast Guard.

An Auxiliary sticker on motorboat windshields exempts the owner from routine boardings for inspection of safety equipment and maintenance.

The unofficial survey was begun in the Miami, Fla.. area three years ago. In 1947, approximately 3,500 Auxiliary inspections were held and the number mounted to 10,300 the following year. Many others were found unqualified for legal operation.

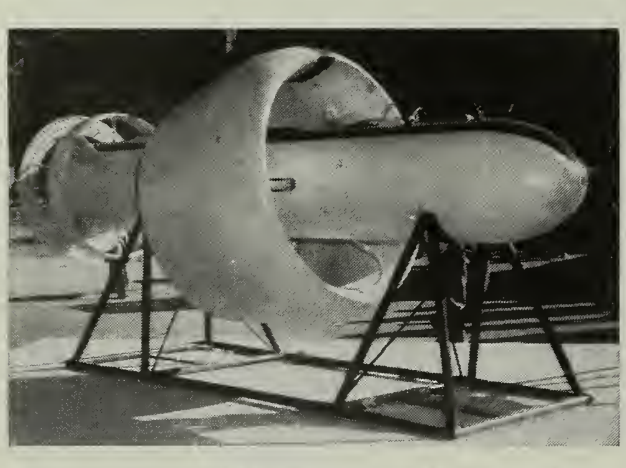
* * *

TELEVISION is now doing hazardous duty for the Army Ordnance Department. This is said to be the first instance of television being used industrially.

For several years, personnel working in all U.S. ammunition disassembly areas have been protected by heavy concrete barricades. The operators work behind these barricades, manipulating their tools by remote control. The barricades have naturally presented problems in visibility. For awhile, mirrors were used—but they didn't give a very good picture of the situation. Then somebody thought of television.

In the television system that was developed, the camera, receiver and power unit are portable and can be operated by the layman. The image is transmitted by cable instead of being broadcast. As many as 10 viewers can be used with one camera and a viewer can be more than 6,000 feet from the camera. Images are extremely clear because of absence of static.

In case of an unexpected explosion, the camera would be the only casualty. Such television systems are in use at seven ammunition disassembly plants and six more systems are under construction.



RADIO-GUIDED missile, VB-10 *Roc* is featured in exhibition of USAF developments now touring the nation.

* * *

NYLON HAWSERS have many advantages over the traditional manila lines which have been used by seamen for centuries, the Coast Guard reports after two years of study.

Using an eight-inch nylon hawser, the Coast Guard cutter *Tampa* towed USCG *Chincoteague* from Orange, Tex., to Charleston, S. C., a distance of 1,000 miles, then went back to tow another vessel of the same class, USCG *Absecon,* over the same route with a 12-inch manila line.

The nylon tow demonstrated its desirable characteristics in the comparison. It is lighter in weight, easier to handle, can be stored in half the space, takes less men for manipulation—and has the same tensile strength on the basis of eight-inch nylon to 12-inch manila.

However, the catch is that it costs four times as much.

According to the Coast Guard, the nylon must wear six times as long as the manila hawser to become practicable for economy reasons. The tests on how long nylon hawsers can be expected to last are still in process.

Chincoteague and *Absecon* are on loan to the Coast Guard as AVPs and are being used as ocean weather station vessels which will patrol ocean stations in the North Atlantic.

* * *

NEW JET FIGHTER, the wings of which are wider at the tips than at the fuselage, is designated to combat "such missiles as come within its range and capabilities," says the Air Force.

The plane is being tested at Muroc Air Force Base in California. The Republic XF-91 is the Air Force's first interceptor-designed jet fighter.

In addition to the wings, a new feature is the tandem wheels located under each wing. The plane is designed to use rocket power for accelerated takeoff and for operation at high altitudes.

Both wing and tail surfaces are swept back. Wing span is 30 feet, and the length of the craft is about 45 feet.

* * *

ARMY SUMMER TRAINING of non-regular units will see widespread activity all over the United States this year.

The greatest field encampment in National Guard history will be held from June through September with an estimated 283,500 Guardsmen from 4,500 units moving into camps for intensive field maneuvers. In addition, about 40,000 members of the Air National Guard will take part also. The 60 camps, located throughout the nation, are either state or federal.

For the first time, National Guardsmen will compete for the Eisenhower Trophy, awarded to a company size unit in each state on the basis of outstanding performance and progress during the preceding training year.

Summer training of the Organized Reserve Corps will reach its peak in July and August. Underway since May, Reservists' training will continue through September 11.

About 2,000 units—with 50,000 men in all—will participate.

Under the training program of the Army's Reserve Officers Training Corps this summer, some 11,500 are expected to take part. Principal camps will be held from 20 June to 30 July, giving practical experience in tactics and techniques by teaching war-proven, peace-applied field training.

* * *

A BIG JUMP AHEAD has been made by the U. S. in the development of high-altitude missiles. This progress was marked by a flight into space by a new combination rocket developed by the Army.

The highest altitude ever reached by a man-made object —250 miles—has been attained by the Army Ordnance Department with a combination of two liquid-fuel rockets.

For its latest rocket experiment, the Army fitted a "Wac Corporal" American-made rocket into the nose of a modified German V-2. The smaller "Wac Corporal" separated from the V-2 at an altitude of 20 miles and zoomed off toward outer space. The new altitude record is more than double the former mark of 114 miles.

Army Ordnance spokesmen say that the new so-called "step rocket" has added great scope to guided missile development. Technicians now talk about ranges of 5,000 miles and altitudes reaching into the outer atmosphere.

The Army says it doesn't know yet if it will be possible to propel a rocket into outer space and have it circle the earth like a satellite as has been suggested as a possibility. But it is certain that with its high-flying "step rockets," the Army will be able to bring back to scientists on the ground much information about unknown vistas of outer space.

* * *

LARGEST MILITARY passenger load ever to fly the Atlantic took off from the Air Force Base in Brookley, Ala., for a trip of about 4,500 nautical miles.

The MATS plane, a C-74 *Globemaster*, carried 75 passengers and a crew of 12. Their ultimate destination was London, England, with stops at Bermuda and the Azores.

Capable of carrying up to 125 passengers, the *Globemasters* have been employed in cargo flights across the Atlantic previously but their passenger runs have been confined to hops to Puerto Rico.

FRESH EGGS and fried chicken are no longer a rarity for Air Force personnel based on the Yokata, Japan, station.

With 350 laying hens and 1,400 chickens ranging from three weeks to three months old, the Air Force chicken farm at Yokata produces about 6,000 eggs a month.

The idea belongs to the base commander, who talked a B-29 crew into transporting 1,000 hatching eggs from the United States. High altitudes and the rigors of flying had little to do with the prolific potentialities of Rhode Island Reds—some 800 hatched.



CHICKEN FARM assures personnel of the AFB, Yokata, Japan, plenty of fresh eggs and fried chicken.

It's a growing proposition, and ambitious plans call for a laying flock of 3,000 to 4,000 hens by the end of the year. The produce will furnish eggs and "eating" chickens consistently.

Unofficial chicken-house raids are discouraged by an electric fence surrounding the farm.

* * *

UNIFORMS AND CLOTHING worn by women members of the Army and Air Force will bear the close scrutiny of six female fashion authorities appointed as consultants.

Included in the group are two editors of women's magazines, the president of an exclusive New York women's clothing concern, a fashion merchandise consultant, a fashion publicist and a home economics and advertising authority.

An announcement of their activities listed "a long range study of the clothing needs of women in military service, recommendations and approval of fabrics and colors most appropriate and becoming to military women in both peacetime and wartime."

One of the members of the group said their aim is "to insure that our women in military service maintain America's reputation of having the best dressed women in the world."



RIBBON PARACHUTE is used to slow landings of USAF's lightning-like B-47 *Stratojet* bomber—probably world's fastest.

THE BULLETIN BOARD

Navy Personnel Desiring Diplomas Should Consult Officials Prior to Tests

Navy personnel wishing to take a general education development test to get a high school diploma or certificate of equivalency should write to their high school principal or state department of education for guidance before taking the tests.

Educational services officers are receiving a 1949 revision of the publication called Accreditation Policies of State Departments of Education for the Evaluation of Service Experiences and USAFI Examinations. The pamphlet is summarized by BuPers Circ. Ltr. 83-49 (NDB, 15 May 1949), which directs possessors of the 1946 edition to destroy their old copies. Some other principal points of the letter are:

- If a state department of education has established a minimum age for certification of graduation on the basis of the high school general education development tests, USAFI will not report GED test results at the examinee's request if he is below that age.
- If a state department of education has established no age limitation or if the state policy is not known, USAFI will report test results at the examinee's request only if the examinee has reached his 20th birthday at the time of his request.
- If an educational agency or a prospective employer requests GED test results, however, a report will be given by USAFI regardless of the examinee's age. Such a request may be addressed direct to the United States Armed Forces Institute, Madison, Wisc., or to an education officer or an overseas USAFI, who will forward it to Madison.

These rules do not limit the use of high school GED tests for military purposes. For in-service use, the Navy accepts successful completion of these tests as equivalent to a high school education without regard to certification by a civilian educational agency or to the age of the examinee.

Passing scores are a score of 36 or above in each of the five tests in the battery or an average score of 45 or above on the five tests in the battery.

10,000th Graduate Honored By Service School Command

More than 10,000 Navy students graduated from the 18 schools under the Service School Command, USNTC, San Diego, Calif., in the year ending 30 June 1949. The 10,000th student was Willie Charles Kofnovec, FCSA, who graduated from U. S. Naval School, Fire Controlmen, Class A.

Kofnovec was given special honor upon receiving the year's 10,000th certificate upon completion of his 13-week course.

Overseas Billets Open in the Fall To Women Members of Navy Who Volunteer for Assignment

Beginning in the fall of 1949, the Navy plans to assign Waves to six areas outside continental U.S. More than 4,000 Waves served in Hawaii during World War II, but since that time only a few Wave officers have been assigned to duty overseas.

The six areas in which women members of the Navy will probably serve are England, the Caribbean, the Panama Canal Zone, Alaska, Hawaii and the Marianas. Normal tours of duty at overseas bases will be the same as those for enlisted male personnel, according to plans being formulated. These vary from 18 months to 24 months, depending upon the area. Overseas duty tours for Wave officers will be for a minimum of 18 months.

Assignment to duty outside the U. S. will be on a voluntary basis for enlisted women because many are serving on two-year enlistments. To be eligible for such duty, they must have two years of obligated service remaining or must execute an agreement to extend their enlistment. Those who have not served outside CLUSA will be given preference for overseas duty.

Eligibility of enlisted women for assignment to duty overseas is outlined in BuPers Circ. Ltr. 80-49 (NDB, 15 May 1949). It is the desire of the Bureau to establish and maintain an overseas duty eligibility list for enlisted women, the letter points out.

Enlisted women may submit individual requests for overseas assignment to the Chief of Naval Personnel (Attn: Pers-6301). A form to be used as a guide for such requests is included as an enclosure to the letter.

COs should comment on the following factors, the letter states, in their forwarding endorsements:

- Past military performance.
- Conduct record.
- Sense of responsibility, maturity, adaptability and emotional stability.
- Health record.

Another controlling factor in selecting personnel for transfer to overseas duty will be the total continuous

Current Standing of Gunner's Mates on SDEL

Presented below is the latest information on the standing of gunner's mates on BuPers' Shore Duty Eligibility List, as of 1 Mar 1949.

This information supplements a list which was published on other ratings in the April 1949 issue of ALL HANDS magazine.

	I. Total Continuous Sea Service of Top Man on SDEL, *Now at Sea*, request-duty at *Specific location.*		II. Total Continuous Sea Service of Top Man on SDEL, *Now at Sea*, Who Requests *"Anywhere U.S."*	
Rate	*Years*	*Months*	*Years*	*Months*
GMC	17	11	9	0
GM1	9	8	8	6
GM2	9	8	8	7
GM3	10	10	7	7

duty in the geographical area to which the applicant is assigned at time of request.

The Bureau intends that orders to women for duty overseas will contain authorization for leave to which the person is entitled under current directives.

BuPers is conducting a survey to find out how many Waves can be assigned overseas and to determine the living conditions there.

Navy Will Continue Program For Educating Children Of Personnel Based Overseas

The Navy intends to continue its program of providing education for children of personnel stationed at overseas bases in fiscal 1950.

BuPers Circ Ltr 78-49 (NDB. 15 May 1949) outlines the program of education planned for more than 17 of the Navy's overseas stations. It follows closely the plan of overseas education now in effect.

Under the present blueprint, educational services will be provided for all school age dependents of military personnel and civil service personnel of the military establishment.

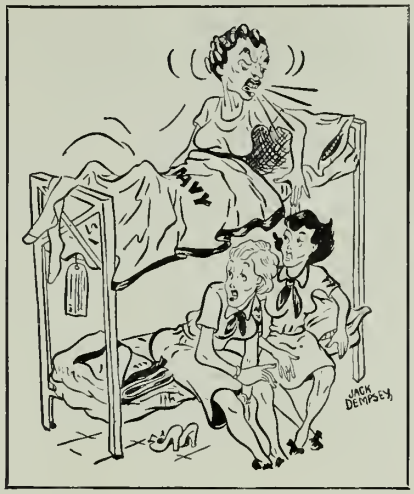
Standards for Navy-operated schools in overseas areas provide that in a territory or possession of the U. S., the quality of schooling be at least equal to that in which the naval activity is located.

In other areas, standards for secondary schools are established on an acceptable state accreditation system.

Local commanders may charge local tuition to add to the funds available through appropriations in order to provide better-than-minimum education for the children.

When appropriated funds are used, teachers will be approved by the Civil Service Commission. Wives of naval personnel may he permitted to teach if they meet the Navy's teaching standards.

Facilities for schooling are now available at: Guantanamo Bay, Cuba; Trinidad, B.W.I.; Roosevelt Roads, P.R.; San Juan, P.R.; Guam; Argentia. Newfoundland; Kodiak, Alaska; Adak, Alaska; Pearl Harbor, T.H.; Barber's Point, T.H.; Midway; Kwajalein, Marshall Islands; Saipan, Marianas Islands; Tutuila, American Samoa; Sangley Point, P.I., Subic Bay, P.I.; and Yokosuka, Japan.



'You dames knock it off. . . . How do you expect me to get my beauty sleep?'

Annapolis and West Point Grads Commissioned in the Air Force

Fifty-five midshipmen from the U.S. Naval Academy and 229 cadets from the Military Academy have been assigned to the Air Force for commissions as second lieutenants.

Seven per cent of the Naval Academy's graduating class and 40 per cent of the graduating class at West Point have been assigned to the Air Force.

A part of each graduating class at Annapolis and at the Military Academy will be commissioned by the Air Force until the Air Force has an academy of its own.

Board Will Consider Requests For 1949 Rhodes Scholarships; Convenes Early This Month

A board consisting of officers of the Naval Academy and the Navy Department will convene at the Naval Academy, Annapolis, Md., early this month to consider requests filed in the 1949 Rhodes Scholarship Competition.

Eligible to apply were unmarried male commissioned officers of the Regular Navy and Marine Corps on active duty who will be between the ages of 19 and 25 on 1 Oct 1950. Applicants were required to have completed at least their sophomore year in college at the time of application. Deadline for applications was 1 July.

Appointments to Oxford under the Rhodes Scholarship Competition are originally for two years. Scholars whose record at Oxford and whose plan of study make it advisable sometimes receive a third year scholarship. Applicants were required to agree not to resign from the naval service during the period of scholarship. The signed agreement also had to include a stipulation to serve after the completion of study for two years in the naval service for each year of postgraduate work received.

A new competition for young Navy and Marine officers will be announced early in 1950.

Publication Tells 'The Story of Navy Manpower'

What is BuPers . . . how does it work . . . how is it organized . . . and how does it affect *your* everyday Navy life?

A new publication—"BuPers: The Story of Navy Manpower"—has been prepared by this bureau and will soon he on the way to your command.

The 68-page, illustrated magazine is similar in appearance to ALL HANDS and will be printed as *one issue* only. It will be distributed to Navy commands on the same basis as ALL HANDS—one copy for each 10 officers and enlisted men.

Other copies will be mailed to Marine Corps, Naval Reserve, and civilian organizations.

"The Story of Navy Manpower" breaks down BuPers into its various operating activities—such as Training, Transportation, Welfare, Distribution—and explains the organization and functions of each separate activity.

It will answer these and other questions—

- How are men selected for shore duty?
- What happened to that letter to ALL HANDS suggesting a change in the uniform?
- What happens to your request for a change in rating?
- How is your Navy record used?
- How does BuPers administer the Naval Reserve program?

This is the BuPers story and the story of your organization.

And please remember: PASS YOUR COPY ALONG.

Provisions for Transportation, Storage of Household Goods Of Naval Personnel Liberalized

Liberalized provisions for transportation and storage of household goods of Navy personnel are now in effect. The new regulations cover services begun on or after 1 Feb 1949.

New regulations concerning government payment of costs of packing, crating, unpacking, shipping, draying and storing household goods of members of the armed forces and certain other government agencies were established by Executive Order 10053. The major ones were published to the naval service in Alnavsta No. 5. Chapter 9, Volume 2, BuSandA Manual is being modified to include the new regulations.

Here are the major changes to earlier regulations:

• Personnel in the fourth pay grade are now entitled to government shipment of household goods. Previously, enlisted personnel in only the top three pay grades were eligible.

• Weight allowance is on a net weight basis, with the following increases: five per cent for van shipments, 25 per cent for ordinary freight and 40 per cent for water movement. The previous 1,200-mile limitation on van shipments is no longer applicable.

• Method of transportation authorized at government expense will be established by the shipping officer. The shipping officer will inform owner of means of transportation authorized and that use of a different method may result in excess cost. If the owner insists upon his choice of transportation, he must stand the excess cost. Method of shipment designated by shipping officer must be indicated on application in addition to that requested by owner.

• The term "duty station" now includes place from which person commutes daily to his assigned station.

• "Permanent change of station" now includes orders to a different duty station even though it is within the same city, town or metropolitan area.

• Drayage or hauling from one area to another within the same city, town or metropolitan area in connection with a permanent change of station or upon retirement or death of the owner is now authorized at government expense.

• Storage, including "in" and "out" handling charges is authorized up to six months in government facilities, or in commercial storage if government facilities are not available. Storage provision also applies when personnel are detached from a permanent station to await orders, detail or assignment, or to proceed to the U. S. from areas outside the continental limits.

• Hospital patients undergoing prolonged treatment in the U. S. are ordinarily authorized to ship household belongings only to the city or town in which the hospital is located. If goods are arriving from an overseas point, however, shipment may be to any point in the U. S., with this limitation: cost to Government may not be more than the cost of shipping from the port of entry to the city or town in which the hospital is located.

• Personnel who reenlist under continuous service at place of discharge are authorized to ship belongings to new permanent duty station from place of discharge, upon receipt of orders.

• A shipment, not in excess of 500 pounds, may be sent by express from old duty station or point of storage—or both—to new duty station or to or from ports of embarkation.

WHAT'S IN A NAME



Bumboats

Belying their name, "bumboats" are not crafts piloted by bums or hobos. Instead they are usually small boats used by native hucksters and "gizmo" salesmen and have become a familiar sight wherever ships of the Fleet drop anchor.

In the small islands of the Pacific and around the Asiatic coast bumboats loaded with handwoven baskets, mats, trinkets and fruit for sale are most numerous.

The name is a hand-me-down from "boom boat," as the craft were customarily permitted to tie up at the boom of a ship. An early Low German spelling was "bumboat" and in that form it was taken up by American sailors.

16 Manila Bay Veterans In Group Honoring Dewey

Fifty-one years after the Battle of Manila Bay, 16 veterans of the battle gathered to pay tribute to their famous commander.

The small group laid a wreath at the foot of the monument to Admiral George Dewey, hero of Manila Bay, which stands in Union Square, San Francisco.

Navy, Marine Corps, Army and Air Force representatives attended the ceremony which included sounding "taps" and firing a volley in salute.

Careful Handling Urged For Classified Matter

All persons in the naval establishment are urged to avoid removing classified matter from the limits of commands insofar as possible, and then to remove it only after having been authorized to do so by the commanding officer.

Alnav 46-49 (NDB, 30 Apr 1949) directs the attention of all personnel of the naval establishment to Art. 6-8 of the U.S. Navy Security Manual for Classified Matter regarding removal of classified matter from the command. Also it cautions personnel against reading or exposing classified matter in public vehicles and public places, and against failing to afford physical security while such matter *is* outside the command.

The Alnav points out in particular the security hazard involved in carrying classified matter in baggage while traveling or staying in hotels. An additional risk to communication security is involved when the classified matter is a message, the Alnav points out.

In conclusion, the directive states as follows: "In view of the possible serious consequences to national security, authorization for removal of classified matter from the limits of a command should be granted only after most serious consideration."

Graduation from Schools Required for Advancement in Certain Rates

Men preparing themselves for the rates of FCCA, FTCA, MNCA, OMCA, MUCA or AGCA must graduate from appropriate schools to be eligible for advancement. Also, men preparing themselves for pay grade 4 ratings in many specialties are required to graduate from appropriate schools as previously. However, in the latter category completion of schools may be dispensed with where commanding officers consider that practical experience gained in service is a suitable substitute for the otherwise prescribed school.

BuPers Circ. Ltr. 81-49 (NDB, 15 May 1949) lists the following schools from which men must graduate to be eligible for CPO (acting appointment) designation in the specialties concerned:

Chief fire controlman, acting appointment—NavScol, Fire Controlmen, Class B, NavRecSta, Washington, D. C.

Chief fire control technician, acting appointment—NavScol, Fire Control Technicians, Class B, NavRecSta, Washington, D. C.

Chief mineman, acting appointment —NavScol, Minemen, Class B, Nav Scols, Mine Warfare, Yorktown, Va.

Chief opticalman, acting appointment—NavScol, Opticalmen, Class B, NavGunFact, Washington, D. C.

Chief musician, acting appointment —NavScol, Music, Class B, NavRec Sta, Washington, D. C.

Chief aerographer's mate, acting appointment — Advanced Aerographer's Mate Scol, Class B, NavTechTra Unit, NAS, Lakehurst, N. J.

Waivers of these schools may not be granted by COs for advancement to pay grade 1A rates.

The letter lists the following schools for personnel advancing to PO3 rates:

Fire control technician—NavScol, Fire Control Technicians, Class A, RecSta, Washington, D. C.

Mineman — NavScol, Minemen, Class A, NavScols, Mine Warfare, Yorktown, Va.

Electronics technician — NavScol, Electronics Technicians, Class A, Nav TraCen, Great Lakes, Ill.; or NavScol, Electronics Technicians, Class A, Nav Sta, Treasure Island, Calif.; or Nav Scol, Electronics Technicians, Class A, NavResLab, Washington, D. C. (now disestablished).

Opticalman—NavScol, Opticalmen, Class A, NavGunFact, Washington, D. C.

Communications technician — NavScol, Communications Technicians, NavCommSta, Washington, D. C., or NavScol, Communications Technicians, NavCommSta, Port Blakely, Wash.

Draftsman — NavScol, Draftsmen, Class A, NavScols, Construction, CB Center, NavSta, Port Hueneme, Calif.

Musician — NavScol, Musicians, Class A, NavRecSta, Washington, D. C.

Surveyor — NavScol, Surveyors, Class A, NavScols, Construction, CB Center, NavSta, Port Hueneme, Calif.

Aviation electronics technician — Aviation Electronics Technician and Electronicsman Scol, Class A, NavTechTraCen, Memphis, Tenn.

Air controlman — Air Controlman Scol, Class A, NavTechTraUnit, NAS Olathe, Kans.

Parachute rigger—Parachute Rigger Scol, Class A, NATechTraUnit, NAS Lakehurst, N. J.

Hospital corpsman—Class A Basic Hospital Corps Scol.

Dental technician—Class A Basic Dental Technicians Scol.

At this time a special provision is made in the case of aviation electronicsmen and aviation electronics technicians.

Waivers of the schools listed may not be granted for change of rating. Waivers of the schools required for *advancement* to third class PO ratings may be granted by COs for personnel considered well qualified potential POs. COs are directed by the letter to enter on page 9 of the individual's service record the reason for the waiver. An exception is the school requirement for PR3. No waiver may be granted in that specialty.

Circ. Ltr. 81-49 modifies or supersedes a number of earlier directives, of which Circ. Ltr. 74-48 is the major cancelled directive.

USS Philippine Sea *Visits the Isle of Capri*

When the aircraft carrier USS *Philippine Sea* (CV 47) visited Naples, Italy, 300 crew members were treated to a tour of the Isle of Capri. The visit to Capri consisted of a one-day tour by a group of 100 men on each of three days.

The Italian navy served as host for the visit to Capri, some 18 miles from Naples, and provided a fast corvette for transportation. The journey by water to the island was itself one of the highlights of the tour, for the sailors passed majestic Mt. Vesuvius and Sorrento before docking at Capri. The time of arrival was approximately 1030. From that time till 1700 each day, the hours belonged to the American visitors.

Many of the men hired taxis which drove them through the hills and past luxurious homes of wealthy celebrities. Others rented boats and cruised to the famous "Blue Grotto" —a cave in the rocky cliffs which is tranquil and lovely though angry waves lash at its entrance.

Other bluejackets spent their time souvenir shopping, while some basked in the warm sun on the seashore and swam in the crystal-clear water along the beach.

Capri's restaurants scattered over the hillside provided fine food, plus many splendid views. A dinner of spaghetti and Italian red wine in a garden overlooking the town and the sea was considered by many to be the best part of the day.

The return voyage, too, was extremely enjoyable—even to men who had spent many years aboard ship. The small, trim vessel sliced through the glass-smooth sea, sending up a fine green spray which was highlighted by the setting sun and whisked away in the cool evening breeze. As the American sailors lounged on deck their hosts assembled a small orchestra of guitars, accordians and violins which produced lilting Latin music until the ship reached Naples.

The generosity and thoughtfulness of the Italian navy provided an excellent opportunity for the sailors of the two nations to increase their mutual understanding and friendship.

Postgraduate Training Made Available to Certain Regular Navy Officers

An announcement by BuPers lists postgraduate training available to regular Navy officers and establishes deadline dates for submitting applications.

Boards to select the candidates for postgraduate training will meet after the applications are received, according to the directive, BuPers Circ. Ltr. 66-49 (NDB, 30 Apr 1949).

Officers submitting requests for postgraduate courses must include a signed agreement not to resign during the curriculum and to serve two years in the naval service after completion of studies for each year of postgraduate training. Failure to submit such an agreement may disqualify the applicant for consideration. Applications should be submitted via official channels to the Chief of Naval Personnel (Attn: Pers-311E2).

It is expected that classes in the curricula listed below will all be ordered in 1950 except Naval Construction and Engineering which will commence in 1951.

Aerological Engineering—A two-year course for line officers, including aviators, originally commissioned June 1943-June 1947. Outstanding students may be given an additional year in advanced meteorology, meteorological research and new developments. The class will convene in mid-July 1950. Applications should reach BuPers by 15 Sept 1949. The course leads to a master's degree for those who qualify. Location is General Line School, Monterey, Calif.

Aerological Engineering (Special)—An 18-month advanced course for those officers who completed the accelerated World War II course. The course leads to a master's degree for qualified students. The class will convene in January 1950. Applications must reach the Bureau by 1 Aug 1949. The course will be given at the General Line School, Monterey, Calif.

Applied Aerology — A one-year course for line officers, including aviators, who were originally commissioned June 1943-June 1947, inclusive. Class convenes in mid-July 1950 at the General Line School, Monterey, Calif. Deadline for applications is 15 Sept 1949.

Aeronautical Armament—A three-year course for AVH and AED officers who were originally commissioned in June 1943-June 1947, inclusive. The first two years will be at the U. S. Naval Postgraduate School, Annapolis, Md., and the third year at a civilian institution. Deadline for applications is 1 Sept 1949. The quota will be proportioned between BuAer and BuOrd sponsorship. Course leads to a master's degree for qualified students.

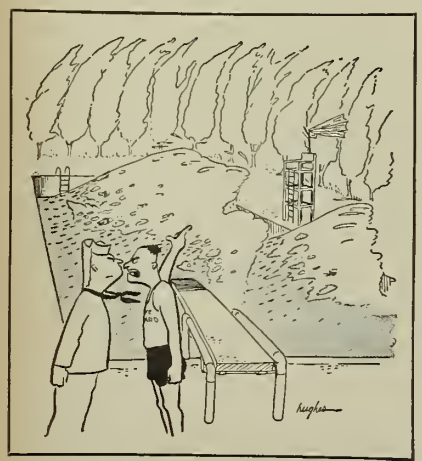
Aeronautical Engineering—A three-year course for aviators and AED officers who were originally commissioned June 1943-June, 1947, inclusive. First two years will be at U. S. Naval Postgraduate School, Annapolis, Md., and third year at Massachusetts Institute of Technology, California Institute of Technology, Rensselaer Polytechnic Institute, University of Michigan or University of Minnesota. Class will convene in mid-July 1950. Applications must be in the Bureau by 1 Sept 1949. The course leads to a master's degree for qualified students.

Aeronautical Engineering (Electrical)—A three-year course for naval aviators and AED officers originally commissioned June 1943-June 1947, inclusive. Class will convene at U. S. Naval Postgraduate School, Annapolis, Md., in mid-July 1950. Third year studies will be conducted at a civilian institution. Leads to a master's degree for those who qualify. Deadline for receipt of applications at BuPers is 1 Sept 1949.

Civil Engineering — A one-year course for line officers and officers of CEC originally commissioned from June 1947-June 1949, inclusive. Class convenes in May 1950 at the Rensselaer Polytechnic Institute. Deadline for applications is 1 Aug 1949. CEC officers need not submit applications. Those not possessing a scientific degree in engineering will be nominated by BuDocks. This is a qualification course.

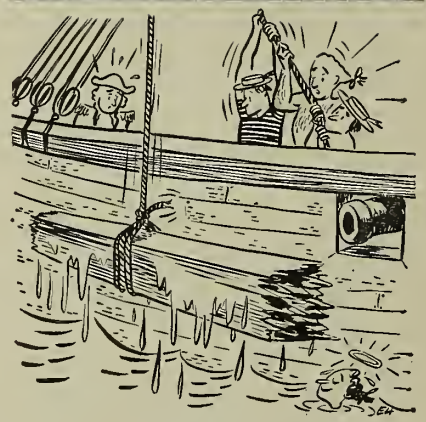
Civil Engineering (Equalization)—A one-year course for CEC ensigns and lieutenants (junior grade) who will have completed two years of commissioned service by June 1950. Class will convene at Rensselaer Polytechnic Institute in May 1950. Deadline for applications is 1 Aug 1949. Leads to a master's degree for qualified students.

Applied Communications—A one-year course for line officers, including aviators, who were originally commissioned June 1943-June 1947, inclusive. Class convenes in mid-July 1950 at the U. S. Naval Postgraduate



'You and your saltwater ideas.'

WAY BACK WHEN



Keelhaul

The term "keelhaul" has had its meaning changed, thank goodness! To be keelhauled today merely means to be given a severe reprimand. However, as late as the 19th century it referred to an extreme and often fatal torture employed on board ship.

It was the favorite punishment of Mediterranean pirates in the 16th century. Its popularity remained in existence for some time.

Keelhauling consisted of binding the offender hand and foot, attaching weights that caused the body to sink—then slowly drawing the offender under the ship's hull. If the bottom was covered with sharp barnacles—it frequently was—the result often was death.

School, Annapolis, Md. Deadline for receipt of applications at BuPers is 1 Oct 1949.

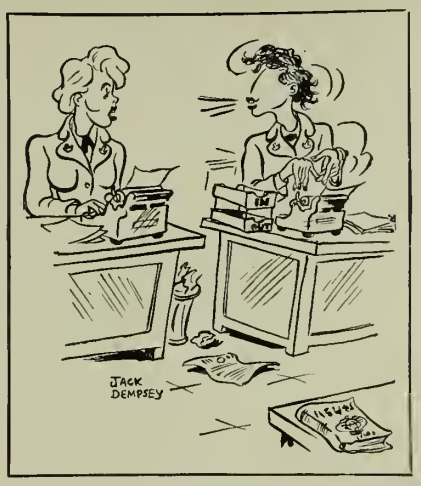
Electronics Engineering—A three-year course for officers of the line, AVH, AED and ED, who were originally commissioned in June 1943-June 1947, inclusive. Deadline for applications is 15 Sept 1949. Class convenes at U. S. Naval Postgraduate School, Annapolis, Md., in mid-July 1950. Winter term of the third year will be at a commercial laboratory. Third year for the sonar group will be at University of California at Los Angeles. Leads to a master's degree for qualified students.

Law—A three-year course for line officers, including aviators, who were originally commissioned June 1943-June 1947, inclusive. Class will convene in September 1950 at George Washington University, Georgetown University or Catholic University—all in the Washington, D. C. area. Deadline for applications is 1 Oct 1949.

Naval Construction and Engineering—A three-year course for line officers and ED officers who were originally commissioned in June 1946-June 1949, inclusive. Officers already designated ED must not be more than 30 years of age as of 1 July 1950 Successful completion of the course normally leads to designation as ED officer. Class convenes in June 1951 at M.I.T. Deadline for applications is 15 Aug 1949. Leads to a master's degree for those who qualify.

Naval Engineering—A three-year course for line and ED officers who were originally commissioned in June 1943-June 1947, inclusive. Class will convene at U. S. Naval Postgraduate School, Annapolis, Md., in mid-July 1950. At the end of the first term, officers will be divided into two major groups—electrical engineering majors and mechanical engineering majors. In addition, small groups will be selected to pursue curricula in petroleum, metallurgy, chemistry or gas turbine engineering at civilian institutions. The course leads to a master's degree for qualified students. Deadline for receipt of applications at the Bureau is 15 Sept 1949.

Applied Naval Engineering—A two-year course for line officers who were originally commissioned in June 1943-June 1947, inclusive. This course convenes in mid-July 1950. at the U. S. Naval Postgraduate School, Annapolis, Md. Deadline for applications is 15 Sept 1949.



'I was in such a hurry this morning, I forgot to put my face on.'

Naval Intelligence—A course of approximately one year for line officers, including aviators, who were originally commissioned in June 1943-June 1947, inclusive. Study is of naval intelligence and a foreign language and foreign area. Class convenes at Naval Intelligence School, Anacostia, D. C., in July 1950. Deadline for applications is 15 Aug 1949.

Oceanography—A course of one year for line officers who were originally commissioned in June 1943-June 1947, inclusive. Two semesters will be given at the Scripps Institution of Oceanography, La Jolla, Calif., followed by three months at the Hydrographic Office, Washington, D. C. The class convenes in September 1950. Application deadline is 15 Oct 1949.

Ordnance Engineering—A three-year course for officers of line and ED (Ord) classifications who were originally commissioned in June 1943-June 1947, inclusive. The course is begun at U. S. Naval Postgraduate School, Annapolis, Md. During the first or second year students are divided into specialties and sent to various civilian institutions for one or two years. Convening date is mid-July 1950. Deadline for applications is 1 Sept 1949. This course leads to a master's degree for those who qualify.

Personnel Administration and Training—A one-year course for certain officers of the following classifications: Line, AVH, CEC, SC, AED and ED Applicants must possess a bachelor's degree from an accredited college or university, and must have been commissioned on or before June 1945. Qualified Supply Corps officers up to and including commanders, and other officers up to and including captains, are eligible to apply. The training will be given at Ohio State, Stanford, or Northwestern University. Convening date is mid-June 1950. Applications must be in by 1 Aug 1949.

Photography—A one-year course for officers of the following classifications: Line, AVH, SD (Photo), or LD (Air Operations Photo). Officers must have been originally commissioned June 1943-June 1947, inclusive. Production of training films and motion picture reports will be taught at the University of Southern California, and advanced phases of technical photography at the Rochester Institute of Technology. Convening date is September 1950; deadline for applications is 1 Dec 1949.

Radiological Defense Engineering—A three-year course for lieutenants, lieutenant commanders and commanders of the following classifications: Line, AVH, AED, CEC and ED. First year will be at the U. S. Naval Postgraduate School, Annapolis, Md. Second and third years will be

Samoan's Determination Wins Navy Transportation Home

Tevesi Amperosa of Samoa wanted to join the U. S Navy. He knew that the Navy has no recruiting offices outside the continental limits and that continental USA was a long way off, yet he had his mind made up.

He put all his savings into negotiable currency, borrowed an additional $200 from his brother, and set out for the U. S. west coast. Arriving, he lost little time in finding a recruiting station. But the recruiters had something disappointing to tell the 25-year-old Samoan—although they hated desperately to do it. Amperosa failed to qualify in educational requirements.

The Navy was touched and impressed by the islander's determination, however, and made up its mind to give him a special break. Although Amperosa is a civilian, he is getting free Government transportation back to his island home—Navy transportation.

at the University of California or another civilian institution. Convening date is mid-July 1950. Deadline is 1 Sept 1949.

Textile Engineering—A two-year course for lieutenants and lieutenants (junior grade) of the Supply Corps. Class convenes at the Lowell Textile Institute (Lowell, Mass.) in September 1950. Deadline for applications is 15 Oct 1949.

Business Administration—A two-year course for certain SC and AED officers. Supply Corps officers must be of the grades of lieutenant, lieutenant commander or commander at the time of application. AED officers will be nominated by BuAer. No applications are desired from AED officers. Officers will attend classes at Harvard or Stanford University. Classes convene in October 1950. Deadline is 1 Oct 1949.

Management and Industrial Engineering—A one-year course for certain officers of the following classifications: Line, AVH, AED, ED or CEC. Applicants must have been originally commissioned after June 1935 and either be a graduate of a postgraduate course in aeronautical, civil, electrical, naval or ordnance engineering or possess equivalent educational background or experience including management and industrial engineering. Classes will convene at Rensselaer Polytechnic Institute in September 1950. Deadline for applications is 1 Oct 1949.

Chaplains—A one-year course for officers of the Chaplains Corps who will have had four years' active duty by 1 Sept 1950. Classes will convene at various seminaries in September 1950. Deadline is 1 Jan 1950.

Advanced Science—A three-year course for small groups of officers selected from aeronautical, electrical, naval and ordnance engineering groups for further specialization in scientific fields. Classes will convene at selected civilian institutions at unspecified times. Applications are not necessary nor desired. This training leads to a master's degree for those who qualify.

Advanced Management—A 13-week course for certain senior officers of AED, ED and CEC classification who will be nominated by material bureaus. No applications are desired. Classes will convene at Harvard in September 1950 and February 1951.

Naval Administraiton—A three-month course for line officers, ensigns to commanders, who are Naval Academy graduates or who hold a college degree. Classes will be conducted at the General Line School, Monterey, Calif. Convening dates are 26 Sept 1949, January 1950, May 1950, and September 1950. Deadlines for applications are as follows: for the September 1949 class, 1 July 1949; for the January 1950 class, 1 Nov 1949; for the May 1950 class, 1 Mar 1950; and for the September 1950 class, 1 July 1950.

The letter contains additional details about purposes and intended accomplishments of the courses.

All applicants for postgraduate courses should make a careful study of the curricula in which they are interested in the annual postgraduate catalog. In 1949 U. S. Naval Postgraduate School catalogs are being widely distributed. In case officers desiring postgraduate education do not have access to a catalog at the time they wish to apply, they may refer to the 1948 catalog. In most cases the curricula are similar.

To make certain that the selection board will have before it all applications, BuPers has directed that any applicant who may have indicated his preference for postgraduate training on his fitness report or in response to a previous directive renew his request by letter.

All requests for postgraduate training should contain a first and second choice. The second selection will indicate a specialty which the candidate desires to follow if not selected for his primary choice; therefore, careful consideration should be given to the second choice as well as the first. No more than two choices should be given.

All former Reserve and temporary officers are required to include in their applications a comprehensive synopsis of previous schooling which will show their qualifications and degrees of success in the subjects concerned. Two copies of a transcript of college and/or high school records should be submitted to substantiate the synopsis unless the applicant is a Naval Academy graduate or unless a transcript is already on file in BuPers.

Applications must show date when applicant was originally commissioned USN or USNR. Inadequate information may disqualify an applicant. Boards will consider only applications submitted through official channels, and their appended endorsements and the officers' records. No other letters of recommendation are desired.

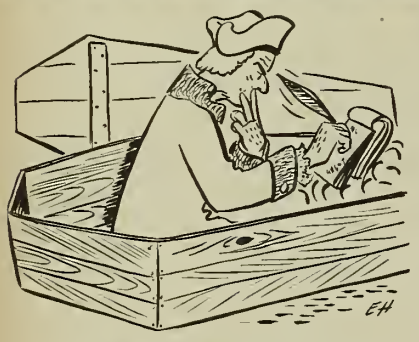
All applicants should carefully study BuPers Circ. Ltr. 66-49 before submitting requests—particularly paragraphs 3, 4, 5 and 6, which are not quoted or summarized here.



USS Charr

'When did you first feel this effect coming on, mate?'

HOW DID IT START



Dead Reckoning

The term "dead reckoning" is the result of a grammatical error. In the 17th and early 18th centuries the practice of maintaining a reckoning to give the theoretical position of a ship without the aid of objects on land was quite properly called deduced reckoning or deduced position.

Old log books had a column for entering the deduced position but due to the lack of space, it was shortened to "ded" and it became a general custom to write "ded" reckoning.

Later, an unscholarly shipmaster, believing that the "a" had been deleted inserted one. Soon after, official correspondence began carrying it as "dead reckoning."

Well Known 'Navy Hour' Program Beamed by AFRS To Far Corners of the Globe

"The Navy Hour," well-known Sunday afternoon radio program sponsored by the Navy, is now being beamed to the Navy's men in many corners of the globe.

The popular program of music and interviews with Navy personalities is radioed to the fleet via the Armed Forces Radio Service network.

The 30-minute program originates each Sunday afternoon (1700-1730 EDT; 2200 GCT) at the historic Sail Loft of the Naval Gun Factory in Washington, D. C. The program is recorded for transcription each Tuesday over seven transmitters to the southwest and middle Pacific, China, Japan and the Alaska-Aleutians' chain.

"Navy Hour," which features the U. S. Navy Band, includes interviews with top Navy and civilian personalities and many of the foremost stars of radio, stage and motion pictures.

Rebroadcast schedule for the fleet is:

1530-1600 Greenwich Civil Time

AF Station	Kc.	Beam Area
KCBA	15150	Alaska-Aleutians-China
KCBF	17850	Alaska-Aleutians-China
KWIX	9570	Alaska-Aleutians
KGEI	12510	SoWesPac-MidPac
KGEX	17780	SoPac-MidPac
KNBX	15250	SoWesPac-Philippines
KWID	11900	SoWesPac-MidPac

1130-1200 Greenwich Civil Time

KCBA	15210	SoWesPac-Philippines
KCBF	9700	China-Japan
KGEI	9670	SoWesPac-Philippines
KWIX	11860	China-Japan

QUIZ ANSWERS

Quiz Aweigh Is on Page 43.

1. (b) Hedgehog. Used with deadly effect against German U-Boats during World War II, this weapon played an important role in scotching the 'rattlesnakes of the Atlantic.'
2. (c) In anti-submarine warfare.
3. (c) An experimental trainer built by Fairchild. Both the Navy and the Air Force have ordered this sleek primary trainer.
4. (b) 160 mph. Powered by a nine cylinder engine rated at 320 horsepower, it has a ceiling of 19,000 feet.
5. (a) 1650 tons. Fully loaded, this 328-foot ship displaces about 4,000 tons, can make 11 knots.
6. (a) LVT (Landing vehicle, tracked).

Proposed Legislation Affecting Naval Personnel

Following rejection of a $406,000,000 increase in pay for uniformed services personnel, a compromise measure designed to gain approval from a majority of the House of Representatives was prepared and introduced.

The revised pay bill, H.R. 5007, was introduced in early June for Congressional consideration.

A vote of 227 to 163 previously had sent H.R. 4591, the first service pay measure to reach the floor of the House of Representatives, back to the House Armed Services Committee "for further study." Recommitting this bill back to the committee effectively killed it, and the compromise measure, scaling down pay increases in the higher commissioned ranks with higher increases in lower enlisted ratings, was substituted.

Meanwhile, other bills of importance to the naval and military service were acted on or introduced in Congress:

Justice Code—S. 857, H.R. 4080: Passed House with amendments; in Senate subcommittee hearings; to enact and establish a uniform code of military justice for the armed services.

Training Disabilities—S. 213: Passed by both Senate (with committee amendments) and House; to provide benefits for members of reserve components who suffer disability or death from injuries while engaged in training.

Proving Ground—H.R. 1741: Reported; to establish a long range guided missiles proving ground.

Officer Retention—S. 1759: Reported to Senate; to amend section 312 of the Officer Personnel Act of 1947, as amended, so as to provide for the retention of certain officers of the Medical and Dental Corps of the Navy.

List Readjustment—S. 1808 and H.R. 4639: Introduced; to amend the Officer Personnel Act of 1947 so as to authorize the Secretary of the Navy to adjust the lineal positions of certain officers of the staff corps.

Enlisted Pilots—S. 1270 and H.R 3712: Passed by both Senate and House; to remove the requirement of 20 per cent enlisted pilots in peacetime.

2,000 Additional NAR Recruits Will Take Summer Training

More than 2,000 Naval Reserve seaman recruits are being procured in the Naval Air Reserve Program and will be given eight weeks of recruit training this summer. The recruits will take their training at 20 activities of the Naval Air Reserve Training Command.

Training will be based on a curriculum that was tried last year at NAS Los Alamitos, Calif. The group that was indoctrinated there is considered today to be the best potential material in their NAR organized squadrons.

Launched in July 1946, the NAR program now has an active membership of more than 23,000 enlisted personnel. All these attend regularly scheduled drills.

The eight-week training for recruits will be given at the following activities this year:

Naval Air Reserve Training Units—Anacostia, D.C., Jacksonville, Fla. Norfolk, Va., and Seattle, Wash.

Naval Air Stations—Atlanta, Ga., Columbus, Ohio, Dallas, Tex., Glenview, Ill., Grosse Isle, Mich., Los Alamitos, Calif., Memphis, Tenn., Miami, Fla., Minneapolis, Minn., New Orleans, La., New York, N.Y., Oakland, Calif., Olathe, Kans., St. Louis, Mo., Squantum, Mass., and Willow Grove, Mich.

The instruction is expected to be completed by 9 August.

New Method Will Standardize Budget Planning for NME

A more uniform method of budget planning for the three Armed Services is on its way.

To begin with, a set of definitions has been furnished the Navy, Army and Air Force. These will be used in submitting estimates to SecDefense for the year beginning 1 July 1950 and will assure that each service means the same thing when it uses a certain term.

Later, a performance-type budget will be established. This will emphasize the things to be accomplished by the use of funds instead of using broad classifications such as personnel, supplies or transportation. This, SecDefense says, will permit more efficient use of available funds.

Norfolk's Dry Dock No. 1 Has Earned Place Among the Navy's Traditions

In a day when many military objects are outmoded and obsolete by the time the first coat of paint begins to fade, it is interesting to find a Navy property still in use beyond the century mark. Dry Dock No. 1 in the Norfolk Naval Shipyard, for instance, was built 100 years before most of today's ships ever had their keels laid. And still it labors, hail and hearty, docking barges and other small craft while its younger and larger brothers handle the heavyweights.

In connection with this historical hole in the ground, it is interesting to begin a little further back than its beginning—all the way back to 1801, in fact. That was the year when Great Britain and Ireland were united and the first parliament of the United Kingdom was held. In this country it was the year when land was bought by the Government at Charlestown, Mass., and Gosport, Va., for Navy yards.

The British had established a "marine-yard" near Portsmouth, Va., some 33 years earlier. They named the location Gosport after Gosport, England, it is believed, where an important British dockyard is located. Gosport, England, is also located near a city named Portsmouth. Gosport, Va., is said to have been a "careening-ground" for British ships for some time, but scarcely had the British begun work toward building a full-fledged Navy yard there when the colonies declared their independence and confiscated the land.

As was stated a moment ago, in 1801 the Federal Government purchased land at Gosport, Va., for a Navy yard—16 acres of land. On 15 June 1801, under an Act of Congress approved 25 Feb 1799, the land changed hands for a price of $12,000. And some 26 years later, work on Dry Dock No. 1 began.

"November 1827" is the extent of exactness the records provide as to the date when ground was broken for Dry Dock No. 1. Five months earlier, work had commenced on a dry dock at Boston, Mass.—Charlestown, actually. A good-natured rivalry sprang into being between the crews on the two construction jobs—a rivalry that continued until each dock had received its first ship and later had been completed.

For those who know Dry Dock No. 1 as it is today, the following information should be interesting, and—some of it—almost amazing.

To begin with, the shore-line was much further inland at that time than it is now where the dry dock is located. In fact, water lapped against the beach at just about the midway point of the dock's length.

In order to begin excavation, workmen had to build a coffer-dam out around what is now the seaward half of the dock, and pump the water out of it. This they did by constructing a sort of double wall of timber, with a space of several feet between its inner and outer shell. The interior of the wall was filled with clay from the excavation—something like the hollow walls of a house might be filled with insulation. "The dam was found to be perfectly tight and secure," a historian stated some time thereafter, "and never gave any trouble while in use." Inland, the surface of the land was approximately six feet above ordinary high water.

With their ears attuned to catch any word about the Boston dock, the Norfolk workmen "dug in" with all their might. For the first 11 feet from the surface, they had easy going through yellow sand and loam. The next two feet were a change, but still rapid digging—wet red and yellow sand. Now came a foot of red sand and gravel—still not bad excavating. Then there were two feet of blue clay and sand—a hint of the tough blue clay that was to be the workmen's opponent all the rest of the way down. A foot and a half of blue clay and oyster shells followed, after which a very firm, compact blue clay was found, which continued to the bottom of the excavation.

With digging completed, pile-driving began—to provide a solid foundation for the dock's floor and walls. At the entrance to the basin, piles went down 30 feet, after which they struck a stratum of hard gravel. The piles would go into the layer of gravel only a few inches, and the stratum was found to slope upward toward the inland end of the dock. There, the pilings are only 15 feet deep.

While driving pilings, the workmen struck a mineral water spring of great force. The water had such pressure that it came up through the pores of the timbers. "An auger-hole being bored in the head of a pile," one account states, "the water would flow out of it freely."

Work went on, and soon the flooring of the basin was completed, incorporating a large amount of heavy timbers, mortar and bricks. Then came the heavy masonry, shipped down from quarries in Massachusetts. History says of the granite: ". . . nearly all of it was dressed in the quarries from the plans, and so well was this work done that it is estimated that not $100 were spent in altering stone."

Progress was being made in Boston, too, and it appeared that the Boston yard would be finished first. But why must a dock have every finishing touch completed before going to work? With the water-admitting culverts completed, the pump-wells and engine house in operation, the gates in place, the Norfolk dock seemed to be ready for business by mid-June, 1833. So, on the 17th of the month—the 58th anniversary of the Battle of Bunker Hill—the ship of the line—*Delaware*—entered the dock and settled upon the keel-blocks. This was the first dry-docking of a national ship in a dry dock belonging to the U. S. One week later the U. S. frigate *Constitution*

Reservist Ordnance Program Will Train Volunteers

To provide a trained force of ordnance personnel—officers, enlisted men and Waves—district commandants have been directed to activate the Volunteer Naval Reserve Ordnance Program.

A quota of 7,000 ordnance officers has been set. The Reserve units are being established at geographical locations where the largest number of personnel can be accommodated. No limit is being placed on the number of units which may be established.

Peacetime training of Reserve personnel in professional, technical and administrative duties peculiar to ordnance will be conducted by these units. Participating personnel will not receive pay, but may partake in a 14-day period of annual training duty and will receive active duty pay for this period—within the limitations of available funds.

dry-docked at Charlestown—or Boston.

The following March, the dock was wholly completed—three months after completion of the Boston basin. Cost of the Norfolk task was $943,676.73, while $677,089.98 was spend in building the one at Boston. Both dry docks were built to the same specifications —227 feet long and 30 feet wide at the floor; 253 feet long and 85½ feet wide at the top. At one time, however, a ship 324 feet in length—USS *Severn*—was docked in Dry Dock No. 1. To do this seemingly impossible thing, workmen blocked the ship up above the sills against which the swinging gates close. As the stern was protruding out through the swinging-gate opening, they were unable, of course, to close the gates. The floating outer gate was used alone, giving an interior length of 320 feet to the dock. Still, four feet of the ship had to protrude out over one end.

The tales the dock could tell, if it could speak, would no doubt fill a thick book. There was, for example, the wild night of 20 Apr 1861, when Union forces destroyed the yard just before abandoning it to the Confederates. Several barrels of gunpowder were placed in one of the culverts, with a string of powder leading from the barrels to a fuse-box. The three fuses, or "pieces of slow-wick," as they were called, were designed to burn for 20 minutes. With their "bitter-ends" protruding from holes in the side of the box, they were to light the train of powder and consequently the powder barrels at the end of their burning time. "Unfortunately," a journalist of the time says for some reason, "all three . . . went out."

The officers who had ignited the fuses soon found themselves almost encircled by burning buildings which had been fired by other Yankees. The boat which was to take them out to waiting ships had departed without them. The only escape inland of which they knew was the main gate, which they feared to be locked at that hour. Approaching the flag staff, they found three men trying to hoist a small rebel flag. A contemporary account of what followed, told in the quaint style of the time, is most amusing:

"Instantly concluding that wherever these persons found ingress they could find egress, Commander Rogers went up to them, and, with great presence of mind, assumed a tone of authority and demanded to know how they got into the yard. The men, evidently very much surprised at seeing the officers and no doubt supposing the yard to be still occupied, answered quite respectfully that they came in by the main gate.

"Overjoyed at this intelligence, but of course not desiring to show it, Commander Rogers exclaimed, '*Who left that gate open?*' and moved toward it followed by his companions."

Other tales less hair-raising but probably every bit as interesting are doubtless lost in the shadows of time. In all, the Norfolk Dry Dock—Dry Dock No. 1—has earned a place among the traditions of the Navy.—H. O. Austin, MEC, USN.

Proposals Would Permit LDO Appointees to Delay Accepting Appointments

Two identical bills are now before Congress which, if either is passed, will permit temporary officers selected for LDO appointments in the 1948 and 1949 selections to delay accepting their limited duty appointments until all temporary appointments are terminated. Otherwise, all appointments to LDO rank of lieutenant (junior grade) and above must be made not later than 6 Aug 1949.

The proposed legislation is an amendment to Public Law 381 (80th Congress), which authorized the President to make original appointments in the grades of lieutenant (junior grade) and above for the performance of limited duty only until 6 Aug 1949. The amendment would extend this authorization until expiration of the period during which temporary appointments can be held.

Suitable announcement of the passage or failure of passage of the proposed change to the law will be made as soon as practicable, BuPers Circ. Ltr. 85-49 (NDB, 15 May 1949) states. If the amendment is approved, the letter states, the instructions in BuPers Circ. Ltr. 173-48 (NDB, 30 Sept 1948) will continue in effect. Circular letter 173-48 gave complete details about appointment of limited duty officers.

If the proposed amendment is not enacted, outstanding appointments in the grades of lieutenant (junior grade) and above will be made not later than 6 Aug 1949. They will be forwarded as soon as practicable to the selectees concerned. Included will be instructions concerning the procedure for acceptance. There will be a limitation that they must be accepted or declined within 10 days of receipt by the selectees' COs.

For selectees who on 6 Aug 1949 are not eligible for a higher grade than ensign, the appointments will be forwarded for acceptance just prior to the time each applicant becomes eligible for advancement as a limited duty officer to the grade of lieutenant (junior grade).

The grade in which the appointment of each selectee will be offered, the letter states, will be the grade held at that time by his contemporaries on the lineal list of LDO officers.

The letter emphasizes two points to avoid any misunderstanding:

- By accepting limited duty appointments, selectees are in effect exchanging a temporary appointment for a permanent status.
- There are no provisions of law in effect or contemplated under which selectees who accept permanent limited duty appointments in lower grades than now or previously held under temporary appointments may be reinstated in previously held higher temporary grades.

At the time this was written, the bills were known as S. 1808 and H.R. 4639.

Radio Program Depicts Naval Reserve Founding

A radio program called "A Million for Defense," depicting the founding of the Naval Reserve was submitted as a sample of the Pride of Service Series at an exhibition of radio programs at Ohio State University. The Pride of Service series took one of two first prizes won by the Armed Forces Information and Education Division.

The dramatization was submitted at the Thirteenth American Exhibition of Educational Radio Programs, which was sponsored by the Nineteenth Institute for Education by Radio. This program, like others produced by the Armed Forces Information and Education Division was planned for broadcast from the overseas outlets of the Armed Forces Radio Service. At present, AFRS is operating 59 overseas stations.

DIRECTIVES IN BRIEF

This listing is intended ta serve only for general information and as an index af current Alnavs, Navacts, and BuPers Circular Letters, nat as a basis far actian. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply ta all Navy and Marine Corps cammands; Navacts apply to all Navy cammands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 46—Calls attention to Article 6-8 of U.S. Navy Security Manual regarding removal of classified matter from a command.

No. 47—Requires possession of valid passports and Saudi Arabian visas for entry into Saudi Arabia via military aircraft.

No. 48—Announces Presidential approval of officers recommended for promotion to grades contained therein.

No. 49—Announces Presidential approval of officers recommended for promotion to grades contained therein.

No. 50—Cautions personnel in use of gasoline engines.

No. 51—Requires statements by naval personnel on the North Atlantic Pact be cleared with Chief of Public Relations.

No. 52—Gives information concerning heat treated red globes.

No. 53—Announces Presidential approval of officers recommended for promotion to grades contained therein.

No. 54—Announces correction to *Handbook for Navy Public Relations* (NavExos P-488).

No. 55—Gives SecNav's endorsement of Navy Relief Society appeal for voluntary contributions.

No. 56—Concerns transfers between Navy and Marine Corps personnel on local settlement basis.

No. 57—Requests temporary assignment to Air Force of medical officers of Navy.

No. 58—Desires application from aviators in ranks of lieutenant and below for LTA training convening 15 Aug 1949.

BuPers Circular Letters

No. 62—Furnishes a list of officers eligible for promotion to grade of lieutenant (junior grade).

No. 63—Announces Presidential approval of officers recommended for promotion to grades contained therein.

No. 64—Presents a list of petty officers and stewards authorized by BuPers to be promoted to chief petty officer and chief steward, acting appointment.

No. 65—Announces date All-Navy softball championship to be held in 1949.

No. 66—Outlines BuPers plan regarding selection of officer applicants for postgraduate training.

No. 67—Clarifies policy regarding distribution of enlisted personnel by naval units and activities and BuPers not in normal enlisted distribution channels.

No. 68—Gives supplemental regulations for Navy recreation funds.

No. 69—Furnishes information concerning status of temporary officers. Regular Navy, upon termination of temporary appointment.

No. 70—Announces changes in All-Navy sports program rules.

No. 71—Announces Ogontz school scholarship for daughters of officer personnel.

No. 72—Provides two additional years of college training for those officers commissioned from flight midshipmen status under the Naval Aviation College Program.

No. 73—Announces date and places All-Navy swimming and diving championship will be held in 1949.

No. 74—Gives information concerning appointment of women Reserve officers selected for appointments as commissioned officers in Regular Navy.

No. 75—Announces Presidential approval of Navy and Reserve officers on active duty recommended for promotion to grades contained therein.

No. 76—Modifies officers' repeated travel orders.

No. 77—Gives information regarding termination of orders to duty involving flying of naval aviation and technical observers.

No. 78—Sets forth policy pertaining to dependents schooling programs outside CLUSA.

No. 79—Announces All-Navy pistol championship to be held in 1949.

No. 80—Gives information concerning eligibility of enlisted women for assignment to duty overseas.

No. 81—Gives information concerning the completion of certain schools required for advancement or change in certain ratings.

No. 82—Concerns review of radiological defense literature.

No. 83—Gives information concerning GED testing program.

No. 84—Gives BuPers policy regarding compliance with orders by officers.

No. 85—Gives information concerning legislative action on appointment of limited duty officers.

No. 86—Announces selection of applicants for commission in limited duty status.

No. 87—Desires applications for authority to compete in the 1949 Rhodes Scholarship Competition.

'Copters Land Troops During Marine Maneuvers

Something new and different in task force makeup was tried out during Operations Packard III, the Marines' trial maneuvers and landings on the Carolina coast.

Task Force 108 was made up of destroyers, transports, LSTs and customary other ships of an invasion fleet—together with an aircraft carrier carrying a helicopter squadron, and a transport submarine.

The 'copters are for use in landing invasion troops behind beach defenses, which considerably complicates enemy resistance. The familiar underwater obstacles, mines and natural reefs—not to mention the handicap of landing on an enemy beach weakened by seasickness after a ride of several miles in small invasion boats—are no longer important considerations when helicopters can be used.

Flying from the carrier *Palau* (CVE 122), the twin rotor HRP helicopters also served in ferrying supplies, target spotting and relaying communications.

The transport submarine was USS *Sealion* (SSP 315), recently converted from a wartime attack type submarine. Its specific mission was to land troops under cover of darkness, achieving a maximum of surprise in attacking a defensive point.

The 1,100 troops staging the landings were from the Marine Corps Schools, Quantico, Va. Some 700 officers attending the Amphibious Warfare School were observers.

Status of Enlisted Men Upon Termination of Temporary Appointment

Many rulings concerning the status of Navy enlisted personnel upon termination of temporary appointment to officer rank are compiled and clarified in a new BuPers directive.

The directive—BuPers Circ. Ltr. 69-49 (NDB, 30 Apr 1949)—emphasizes that it is not an authority for reversion to enlisted status and that the Bureau does not desire voluntary reversions as a result of it. The letter points out the following facts about persons who were in pay grade 1A or 2 upon being appointed temporarily to officer rank:

- Generally, such temporary officers are eligible for advancement to pay grade 1A enlisted status upon completion of service requirements and upon certification of professional qualifications for the particular pay grade 1A rate.
- They are eligible for nomination to the Chief of Naval Personnel for change in status to pay grade 1 in their permanent enlisted rating upon completion of service and other specified conditions required of all enlisted personnel. The permanent enlisted status of all temporary officers, the letter adds, should have been changed on 2 Apr 1948 to the currently effective enlisted rating structure.

The letter calls on COs to have the enlisted records of all USN personnel serving in temporary officer appointments examined to determine whether or not advancements and changes in status have been duly put into effect. Records must be brought up to date so that personnel will revert to the proper rating and pay grade. All cases of personnel who are not eligible for appointment to pay grade 1 in accordance with BuPers Circ. Ltr. 155-48 at the time of reversion should be brought to the attention of the Chief of Naval Personnel (Attn: Pers-67) before termination of temporary appointment, the letter states.

Several options are available to personnel upon termination of temporary appointments. Those requesting termination of appointment should include the option he has chosen in submitting his application.

If the person reverting to enlisted status is serving in an unexpired enlistment he may—

- Serve out the unexpired portion of his enlistment.
- Be discharged immediately and reenlist within 24 hours following discharge.
- Be discharged immediately and not reenlist within 24 hours thereafter. These persons will have the privilege of reenlisting later, if they so desire, under the same regulations as apply to other enlisted men of the Regular Navy.

If the man's term of enlistment expired while he was serving as a temporary officer he may—

- Extend his enlistment, effective as of the date following that of termination of appointment.
- Be discharged, and reenlist under the same regulations as apply to other enlisted men of the regular Navy.

If the man is eligible for transfer to the Fleet Reserve or the retired list, he may—

- Apply for such transfer in time to receive BuPers' authority on the matter before termination of the temporary appointment.
- Serve out unexpired portion of enlistment, reenlist, or extend enlistment.
- Serve such portion of unexpired enlistment as desired before requesting transfer to the Fleet Reserve or the retired list.

Men reenlisting within three months after discharge will be reenlisted in the same rating held at the time of discharge. Those who reenlist within 30 days after discharge are entitled to reenlistment leave.

The circular letter points out three facts upon which it places special emphasis. They are the following three points:

- Where the individual elects to serve out any unexpired portion of an enlistment or to extend his enlistment upon reversion to enlisted status, earned leave will carry over into the enlisted status with eventual lump-sum payment based on the enlisted rate of pay upon the date of subsequent discharge or release from active duty.
- Since such termination of a temporary appointment does not involve a discharge or release from active duty, eligibility for benefits of the GI Bill of Rights is delayed until the individual is later discharged or released from active duty.
- All time served in temporary officer status will be counted in computing total reenlistment allowance due upon reenlistment or upon extension of enlistment for two years or more.

The letter emphasizes that it is not authority for reversion to enlisted status and that the Bureau does not desire voluntary reversions as a result of it.

Examinations for Promotions Given 2,800 Officers

More than 2,800 Navy officers—all the ensigns, lieutenants (junior grade) and lieutenants on the 1949 promotion lists—took examinations for promotion last month. Examinations for commanders who have been selected for promotion to captain are tentatively scheduled for August, according to BuPers officials.

The officers who took the 1 June examinations were quizzed only in administration and military law. Long-range plans for more comprehensive examinations in the future are under study. The interim plan now in effect will extend through calendar 1949, pending approval of the long-range plan.

Candidates for promotion were officers chosen by selection boards during the few months preceding the examination date. They included both line officers and officers of the various corps. There were 595 lieutenants, 1,071 lieutenants (junior grade) and 1,187 ensigns. Ensigns examined were those who had completed three years of service in grade. In addition, approximately 430 lieutenant commanders were expected to be promoted by 1 July. These were examined earlier in the year.

Officers selected for promotion to grades previously held satisfactorily are not required to take a written test, but are examined on their record only. This pertains to officers who were reverted in grade because of postwar rank distribution, and covers most commanders eligible for promotion to the grade of captain. Temporary USN officers and Naval Reserve officers also are exempt from taking written examinations.

Final action on the examinations is taken by SecNav upon recommendation of the naval examining board in Washington.

BOOKS: LIVES AND LEGENDS LEAD MONTH'S LIST

OUR book reviews this month feature fact, with a top-flighter in lead position—

• *Behind the Curtain,* by John Gunther; Harper and Brothers.

Here is a fine new Gunther book to join the family of "inside" books—*Inside USA*, *Inside Latin America*, *Inside Europe*, and others.

Here, again, Mr. Gunther leaves a sharply defined impression of the individual countries he covers. This, despite the fact that most of the area touched is under Soviet domination and despite the fact that he writes of current conditions in Bulgaria, Rumania and Albania through second-hand information.

In reading this book, one gets a very distinct and individual sense of the countries themselves, and a good deal of the inner conflicts and the political and economic pattern. The personalities in power are made to live before the reader. Our position in Greece is presented objectively and dispassionately.

In Hungary, we see Russia's showpiece: in Czechoslovakia, her most abject imposition of the police state. The term, "People's Democracy," Mr. Gunther points out, is a camouflage. Actually, he shows, the satellites are totalitarian states, without freedom of press and assembly anywhere.

There are other chapters on France, England, Germany and Italy—depicting them against the backdrop of curtain-land. It's exceedingly good reading, and informative.

* * *

• *Captain Dauntless: The Story of Nicholas Biddle of the Continental Navy,* by William Bell Clark; Louisiana State University Press.

To many, John Paul Jones symbolizes U. S. naval history during the war for independence. Nicholas Biddle, however, was another who did much for the infant Navy of revolutionary times.

This book follows Biddle's flashing career from the time he went to sea at the age of 14 until his death in 1778 at 27. It shows us the youngster shipping out on a trader to the West Indies, being shipwrecked, becoming a midshipman in the Royal Navy and gaining a sound education in naval tactics and fundamentals. We see him taking part on the Colonies' side in the war for independence and rising quickly through two commands and executing them both in a highly competent manner.

The historical volume is not without its bits of wry humor—particularly in the passages quoted directly from old records. On page 229, for instance, there is this quizzical sentence: "Chas Town was sett on Fire on ye 15 Jany abt 20 minutes after 4 in the morning, it burnt with tolerable effect." And we find this comment, written by Biddle himself about his love life in New London: "(I am) at a loss to know which I love most. I am sure I begin to grow old for my Love fits dont hold half their usual time."

Students of naval history will enjoy this book and gain much from it, as well as many others who like a good tale of the sea.

* * *

• *Elephant Walk,* by Robert Standish; The Macmillan Company.

Tom Carey, from England, made good as a coffee planter in Ceylon. Then, with his coffee trees ruined by blight, he rose to new heights as a tea planter. Despite warnings from superstitious but animal-wise natives, he built his big bungalow on an ancient elephant trail.

His motherless son, George, inherited the estate, the manor house and the vengeance of the elephants. Then, returning from a visit to England, he brought back his bride, Ruth. . . .

Into this exotic picture is thrown a handsome young estate manager, a war and a lovely Ceylonese virgin named Reyna. With these ingredients, plus sparkling tennis matches, the elephants and exotic place-names, the book smacks strongly of Kipling. People who enjoy reading about civilization transplanted in primitive regions will enjoy it.

* * *

• *The Story of Maps,* by Lloyd A. Brown; Little, Brown and Company.

In the words of the author, "This is the story of maps: the men who made them and the methods they employed, what can be found on them and the devious ways by which the information required for their compilation was obtained."

The approach to this subject is by way of the history of exploration, the discoveries that led to correlated and improved maps and charts. The book tells about the personalities and the nations that have been involved in mapping the world and the motives that prompted them to exert themselves for the cause of cartography. It also tells why the greatest scientific minds of all ages have been concerned with map making. It tells why the British government once offered 20,000 pounds to the man who could solve the problem of finding longitude at sea.

* * *

• *Pleasure Island,* by William Maier; Julian Messner, Inc.

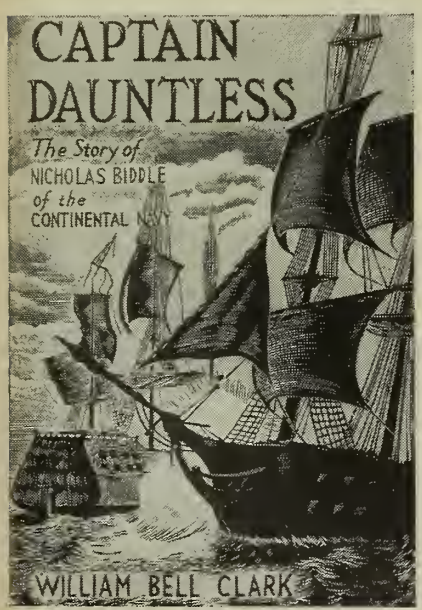
Roger Halyard, a gentleman of the old school, lived in peace and harmony on a south-sea island with his three daughters. There was the brazen Violet, gentle Hester, and little Elsie, who was only 17. About all that any of them knew about Americans was what they had learned from Robert Louis Stevenson's book, *Across the Plains.*

Then the Americans came—1,700 of them and all male. Father sprouted gray hairs by the gross, as can well be imagined. . . .

The book is light and amusing, and despite possible implications, is as harmless as an ice-cream soda.

* * *

The volumes reviewed here are among the books chosen by BuPers for your ship or station library.



FAMED naval historian William Bell Clark's latest book is a salty biography of colorful Nicholas Biddle.

EXPENDABLES OF 1898



BOTTLING THE SPANISH SQUADRON

The following narrative of an outstanding event during the Spanish-American War is an excerpt from the pages of *The Sinking of the Merrimac*, written by Richmond Pearson Hobson and published in 1899. Reprinted by permission of Appleton-Century Co., Inc.

EXPENDABLES OF 1898

They were the pick of the entire American squadron, these eight volunteers standing before him on the still warm decks of USS New York. *Even in this serious moment Admiral Sampson had to look off into the distance, toward the enemy harbor at Santiago, to hide a smile as he reflected that the combination of youth and eagerness shined right through their stylish handle-bar moustaches.*

By morning they would be back, if they were coming back. . . . The orders were the important thing at the moment. They went over them for the last time.

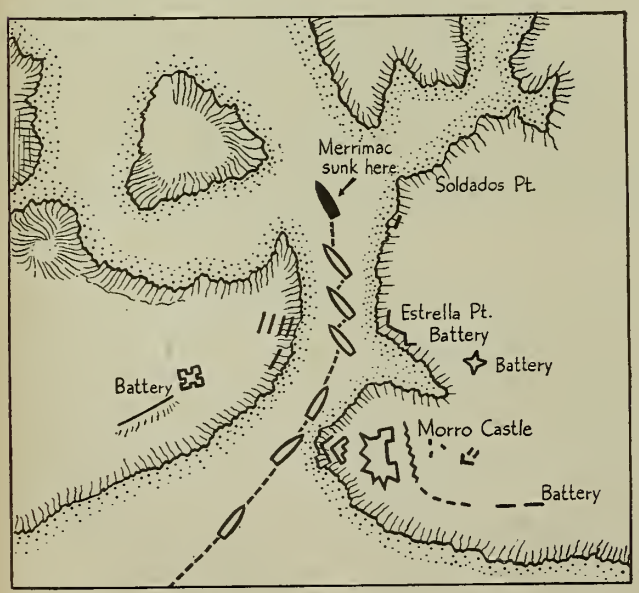
All else was in readiness. Their ship for the next few hours, the coal tender Merrimac, *was standing by stripped down to her bare hulls and machinery . . . and loaded with dynamite and detonators.*

These seven enlisted men and Assistant Naval Constructor Richmond P. Hobson were to take Merrimac *into the mouth of Santiago harbor, past the bristling guns of Morro Castle and into the face of the Spanish squadron which lay safely and comfortably inside.*

There, in the narrow neck of the channel, they were to anchor the ship and use the rudder to swing her lengthwise across the navigable stream. Then the torpedo charges were to be set off, the sunken wreck trapping the Spanish cruisers and other vessels inside their own bottle.

The scheme had its vulnerable points, easily recognized by the admiral. One was the fully exposed chain which worked the all-important rudder. Another was the towline back to the small rowboat, their only means of escape. The odds against coming back had been made plain by the admiral—something like 10 to 1.

The date is 3 June 1898, midway through the three-month war with Spain. Hobson, as officer in charge of the sortie, tells what happened.



PLAN of maneuver, from *The Sinking of the Merrimac.*

OUR CREW left *New York* about six o'clock. The admiral was at the gangway, the last to say good-by, having again a simple word of kindness, a handpressure, a look that spoke more than a volume of words.

As we went over to *Merrimac* the vessels of the fleet were standing down for their night positions of blockade on the arc of a circle around the entrance, about four miles from Morro Castle as a center. Cadet Joseph W. Powell came to take charge with the relief crew, a pilot being with him to assist in keeping the Morro located.

Powell went on the bridge with the pilot and took charge. *Merrimac's* crew were directed to lie down and try to sleep until they should be called. Powell was to have us called at one.

There was a weirdness in the situation as I looked out of the air-port from time to time. The moon, now nearly full, rose high, and reached and passed the meridian without a cloud appearing in the sky. *Brooklyn* lay off to the northwest, and in the reflected light looked almost white. *Texas*, to the northeast, presenting her shadowy side, looked dark and menacing. The other vessels farther in the distance seemed like phantoms.

Sleep was out of the question, so I went over, to the minutest detail, the various features of the work to be done. The torpedoes, with the new arrangement, were to be fired in succession, beginning forward so as to throw her down by the bow. After letting go the anchor, Murphy was to fire torpedo No. 1 without further orders. Charette was then to fire torpedo No. 2, then torpedo No. 3. Deignan, after putting the helm hard aport, was to "lay down" to torpedo No. 4 and be ready to fire by the time No. 3 went off. An additional man was to be selected from the relief crew to attend to torpedo No. 5. After stopping the engine, Phillips and Kelly were to open the sea connections and flood without further orders and then come on deck, and Phillips was to stand by to fire torpedo No. 6 and Kelly torpedo No. 8.

At about a quarter of one Charette was sent to call the other men and take a bucket of cold coffee, given to us previously, to the fire-room and bring it up steaming. About one I went on the bridge. Powell and the pilot were walking up and down.

Charette now brought the coffee on the bridge, where some sandwiches were at hand. All the crew came up and also Mr. Crank from the engine-room, and we had a cheerful breakfast. Even the pipe came out as usual. About half-past one we "turned to," and the men went to their stations.

Good-bys were now exchanged, with the relief crew, and we took over the ship. *New York's* men, Powell and the pilot disembarked.

The launch headed for *Texas* and was soon lost sight of. Preparation was ended. The road was clear. The hour for execution had come.

2

Merrimac was heading about west-southwest. The

engine telegraph was turned to "slow speed ahead," the helm was put astarboard, and we gathered headway and swung round by the southward and stood up slowly on the course. The moon was about an hour and a half high, and steering for the Morro, we were running straight down the reflected path of light. To clear this we stood to the eastward of the course, and crept along obliquely at about four knots. Charette was sent to see that all the men were equipped and the revolvers loaded. It took only a short time to strip off uniforms and put on revolver-belts and life-preservers.

As we stood on, the outlines of Morro and other shore objects became clearer and clearer. The blockading vessels were miles behind. When we arrived within about two thousand yards there could be no further question of surprise. In the bright moonlight we were in clear view, and our movements must long since have caused suspicion. The enemy was now doubtless on the verge of sounding the general alarm, if needed it had not already been sounded.

The orders were: "Full speed ahead!" "Steady astarboard!" and the engine telegraph recorded prompt execution, Deignan repeating in firm voice: "Steady astarboard, sir." The vessel responded as if animated. The foam began to fly from our anchors, which, slung over bow and quarter, just trailed in the water, and our bow swung round to the northward and westward. We stood down toward the course for entering.

Charette was sent below to tell Phillips and Kelly that we were on the final run and that the signal to stop would be the signal to open up sea connections and then "lay up" on deck by the torpedoes, and both were directed to put on revolver-belt and life-preserver as soon as they reached the deck.

The night-glasses showed up Estrella. "Can you make out the white spot to the left of Morro?"

"Yes, sir."

"That is Estrella. Steer for Estrella!"

"Steer for Estrella, sir."

We were within five hundred yards, and still no token from the enemy, though the silence was ominous. I knew that we should make the channel now, no matter what they might do.

Another ship's length, and a flash darted out from the water's edge at the left side of the entrance. The expected crash through the ship's side did not follow, nor did the projectile pass over—it must have gone astern. Strange to miss at such short range.

Another flash—another miss! This time the projectile plainly passed astern. Night-glasses on the spot revealed a dark object—a picket-boat with rapid-fire guns lying in the shadow. As sure as fate he was firing at our rudder, and we should be obliged to pass him broadside within a ship's length! If we only had had a rapid-fire gun we could have disposed of the miserable object in ten seconds; yet there he lay unmolested, firing point-blank at our exposed rudder, so vital to complete success.

A flash of rage and exasperation passed over me. The admiration due this gallant little picket-boat did not come till afterward. Glasses on the starboard bow showed the sharp, steep, step-like fall with which the western point of Morro drops into the water. This was the looked-for guide, the channel carrying deep water right up to the wall.

"A touch of port helm!" was the order.

"A touch of port helm, sir," was the response.

"Steady!"

"Steady, sir."

Now, even without helm, we should pass down safe. Suddenly there was a crash from the port side. "The western battery has opened on us!" called Charette, who was still on the bridge, waiting to take the message to the engine-room if telegraph and signal-cord should be shot away. "Very well; pay no attention to it," I replied without turning, Morro Point on the starboard side requiring all attention

I estimated the distance to Morro Point at about three ships' lengths, and wondered if the men below would stand till we covered another ships' length, two ships' lengths being the distance at which it had been decided to give the signal to stop. All of a sudden, *whir! cling!* came a projectile across the bridge and struck something. I looked. The engine telegraph was still there. Deignan and the binnacle were still standing. Two and a half ships' lengths! Two ships' lengths! Then over the engine telegraph went the order: "Stop." Sure and steady the answer-pointer turned. There need have been no anxiety about the constancy of the men below.

The engine stopped and somehow I knew the sea connections were thrown open. This has been a puzzle to me ever since. For how could the bonnet flying off or the ax-blows on copper piping or the inrush of water make enough noise or vibration to be heard or felt on the bridge, particularly with guns firing and projectiles striking? It may be that the condition of expectation and the fact of the fulfillment of the first part of the order suggested the conclusion, but sure I was that the connections were open and that the ship was beginning to settle.

"You may lay down to your torpedoes now, Charette." On the vessel forged, straight and sure the bow entered. Morro shut off the sky to the right.

Our bow must have come within thirty feet at Morro rock before the vessel began to recover from the sheer, and we passed it close aboard. The steering-gear was still ours, and only about half a ship's length more and we should be in the position chosen for the maneuver. The sky began to open up beyond Morro. There was the cove. Yes, there was the position! "Hard aport!"

"Hard aport, sir."

No response of the ship. "Hard aport, I say!"

"The helm is hard aport, sir, and lashed."

"Very well, Deignan," I said, "lay down to your torpedo."

Our steering-gear was gone, shot away at the last moment, and we were charging forward straight down the channel!

3

We must have had four and three quarters knots' speed of our own, and the tide must have been fully a knot and a half. What ground-tackle could hold against a mass of over seven thousand tons moving with a velocity of six knots? We stood on

EXPENDABLES OF 1898

a little longer to reduce the speed further. A pull on Murphy's cord to stand by—three steady pulls—and the bowanchor fell. A pause, then a shock, a muffled ring above the blast of guns: torpedo No. 1 had gone off promptly and surely, and I knew that the collision bulkhead was gone.

If the bow-chain in breaking would only give us a sheer and the other torpedoes proved as sure, we should have but a short interval to float, and holding on to the stern-anchor, letting go only at the last moment, we might still effectually block the channel. An interval elapsed and grew longer—no answer from torpedo No. 2, none from No. 3. Thereupon I crossed the bridge and shouted: "Fire all torpedoes!" My voice was drowned. Again and again I yelled the order, with hands over mouth, directing the sound forward, below, aft.

It was useless. The rapid-fire and machine-gun batteries on Socapa slope had opened up at full blast, and projectiles were exploding and clanging. For noise, it was Niagara magnified. Soon Charette came running up. "Torpedoes 2 and 3 will not fire, sir; the cells are shattered all over the deck."

"Very well, lay down and underrun all the others, beginning at No. 4, and spring them as soon as possible."

In a moment No. 5 went off with a fine ring. Deignan had waited for No. 2 and No. 3, and not hearing them had tried his own, but had found the connections broken and the cells shattered. He then went down to Clausen at No. 5. No other torpedo responded. No. 6 and No. 8 had suffered the same fate as Nos. 2, 3, and 4.

With only two exploded torpedoes we should be some time sinking, and the stern-anchor would be of first importance. I determined to go down aft and stand over to direct it personally, letting go at the opportune moment.

Passing along the starboard gangway, I reached the rendezvous. Stepping over the men, they appeared to be all present. There was Charette, returned from a second attempt at the torpedoes. There could be no further hope from that quarter, and—there was Montague! The stern-anchor, then, was already gone. If the chain was broken, we should have no further means of controlling our position.

Looking over the bulwarks, I saw that we were just in front of Estrella, apparently motionless, lying about two thirds athwart the channel, the bow to the westward. Could it be that the ground-tackle had held? Then we should block the channel in spite of all. I watched, almost breathless, taking a range of the bow against the shore-line. The bow moved, the stern moved. The chains were gone! The tide was setting us down and would straighten us out if the stern should touch first. Oh, for the war-heads to put her down at once! But we were helpless. I said nothing to Montague about having let go the stern-anchor—indeed, gave him no evidence of my chagrin—for he had been instructed that if no signal came from the bridge he should let go a short time after the torpedoes ceased going off, and moreover the signal cord from the bridge had been broken.

There was nothing further to do but to accept the situation. We mustered, counting heads, and thought all were present but we must have counted wrongly, for after a minute or two Kelly came across the deck on all fours. He had done his duty below with promptness and precision and had come on deck to stand by his torpedo. While putting on his lifepreserver a large projectile had exploded close at hand—he thought against the mainmast—and he had been thrown with violence on the deck, face down, his upper lip being cut away on the right side.

We were now moving bodily onward with the tide, Estrella Point being just ahead of the starboard quarter. A blasting shock, a lift, a pull, a series of vibrations, and a mine exploded directly beneath us. My heart leaped with exultation. "Lads, they are helping us!"

I looked again: no encouragement. But we had stopped. Estrella Point had caught us strong, and we were steadily sinking two thirds athwart. The work was done, and the rest was only a question of time. We could now turn our attention toward the course of action to be taken next.

4

The deafening roar of artillery came from the other side, just opposite our position. There were the rapid-fire guns of different calibers, the unmistakable Hotchkiss revolving cannon, the quick succession and pause of the Nordenfelt multi-barrel, and the tireless automatic gun. A deadly fire came from ahead, apparently from shipboard.

These larger projectiles would enter, explode, and rake us. Those passing over the spar deck would apparently pass through the deck house, far enough away to cause them to explode just in front of us. All firing was at point-blank range—at a target that could hardly be missed—the Socapa batteries with plunging fire, the ships' batteries with horizontal fire. The striking projectiles and flying fragments produced a grinding sound, with a fine ring in it of steel on steel.

The deck vibrated heavily and we felt the full effect, lying as we were, full length on our faces. At each instant it seemed that certainly the next would bring a projectile among us. The impulse surged strong to get away from a place where remaining seemed death and the men suggested taking to the boat and jumping overboard, but I knew that any object leaving the ship would be seen. To be seen was certain death, and, therefore, I directed all to remain motionless.

We must have remained thus for eight or ten minutes while the guns fired as in a proving ground test for speed. I was looking out of a chock, when it seemed that we were moving. A range was taken on the shore. Yes, the bow moved. Sunk deep, the tide was driving it on and straightening us out. My heart sank. Oh, for the warheads we should have had! The tide wrenched us off Estrella, straightened us out and set us right down the channel toward the part where its width increases. Though sinking fast, there still remained considerable freeboard which would admit of our going

some distance, and we were utterly helpless to hasten the sinking.

I saw with dismay that it was no longer possible to block completely. *Merrimac* gave a premonitory lurch, then staggered to port in a death throe.

The firing suddenly ceased. The vessel lowered her head like a faithful animal, proudly aware of its sacrifice, bowed below the surface, and plunged forward. The stern rose and heeled heavily. It stood for a moment, shuddering, then started downward, righting as it went.

A great rush of water came up the gangway, seething and gurgling out of the deck. The mass was whirling from right to left "against the sun." It seized us and threw us against the bulwarks, then over the rail. Two were swept forward as if by a momentary recession, and one was carried down into a coal bunker—luckless Kelly. In a moment, however, with increased force, the water shot him up out of the same hole and swept him among us. The bulwarks disappeared. A sweeping vortex whirled above. We charged about with casks, cans, and spars, the incomplete stripping having left quantities on the deck. The life preservers stood us in good stead, preventing chests from being crushed, as well as buoying us on the surface. Spars came end-on like battering rams, and the sharp corners of tin cans struck us heavily.

When we looked for the lifeboat we found that it had been carried away. The catamaran was the largest piece of floating debris, and we assembled about it.

The fire had ceased. It was evident the enemy had not seen us in the general mass of moving objects.

The moon was now low. The shadow of Socapa fell over us, and soon it was dark. The sunken vessel was bubbling up its last lingering breath. The boats' crews looking for refugees pulled closer, peering with lanterns, and again the discipline of the men was put to severe test, for time and again it seemed that the boats would come up, and the impulse to swim away was strong. A suggestion was made to cut the line and let the catamaran drift away. This was also emphatically forbidden, for we should thus miss the reconnoitering boat and certainly fall into less responsible hands. Here, as before, the men strictly obeyed orders, though the impulse for safety was strong to the contrary, and *sauve qui peut* would have been justifiable, if it is ever justifiable.

5

Broad daylight came. The sun spotted the mountain-tops in the distance and glowed on Morro and Socapa heights. The destroyer got up anchor and drew back again up the bight. We were still undiscovered.

Some one now announced: "A steam launch is heading for us, sir."

I looked around, and found that a launch of large size, with the curtains aft drawn down, was coming from the bight around Smith Cay and heading straight for us. That must be a reconnoitering party. It swerved a little to the left as if to pass around us, giving no signs of having seen us. No one was visible on board, everybody apparently being kept below the rail.

When it was about thirty yards off I hailed. The launch stopped as if frightened, and backed furiously. A squad of riflemen filed out, and formed in a semi-circle on the forecastle, and came to a "load," "ready," "aim."

A bitter thought flashed through my mind: "The miserable cowards! A brave nation will learn of this and call for an account." But the volley did not follow. The aim must have been for caution only, and it was apparent that there must be an officer on board in control.

I called out in a strong voice to know if there was not an officer in the boat. If so, an American officer wished to speak with him with a view to surrendering himself and seamen as prisoners of war. The curtain was raised, an officer leaned out and waved his hand, and the rifles came down. I struck out for the launch and climbed on board aft with the assistance of the officer, who, hours afterward, we learned was Admiral Cervera himself.

With him were two other officers, his juniors. To him I surrendered myself and the men, taking off my revolver belt, glasses, canteen, and life preserver. The officers looked astonished at first, perhaps at the singular uniforms and the begrimed condition of us all, due to the fine coal and oil that came to the surface; then a current of kindness seemed to pass over them, and they exclaimed: "Valiente!"

Then the launch steamed up to the catamaran, and the men climbed on board, the two who had been coughing being in the last stages of exhaustion and requiring to be lifted. We were prisoners in Spanish hands.



TAFFRAIL TALK

IF NAVY MEN who happened to tune in on a recent nation-wide broadcast were mystified by the weird bosun's call opening the program, they must have been flabbergasted more by the bosun's announcement:

"Now cattlemen, man your shovels."

It was all part of a recording made by personnel of USS *Chicot*



(AK 170), the cargo ship which has made several runs transporting cattle to Pacific islands to aid in rehabilitation of the natives.

One of the "cattle tenders" was Harry Allen, SN, USN, who told network listeners that "the nearest I ever got to a cow before this was a bottle of Pasteurized milk—but I'm learning."

The cattle earned his respect, too. "They keep us pretty busy feeding and watering them, but they're better sailors than some of the people on the ship. They never get seasick."

In another interview, the CO of *Chicot* dealt with administrative problems. "Cattle," he said, "are very tractable to handle."

Except for one night, that is. "A heifer climbed out of her pen and roamed about on main deck for a while . . ." but "we rigged a couple of rope slings and pushed and pulled until she got back in her pen."

Because the cattle were located forward, crewmen were happiest when a stiff breeze blew from astern.

* * *

Our story on the Atlantic Fleet exercises drew a mild salvo from R. B. Braun, PN2, USN of ComMinRon 4 staff, Charleston, S. C.: "The article was very good except for one thing. You mentioned just about everything but the minesweeping phase of



exercises. I assure you the minesweepers were right there long before the invasion of Vieques took place.

"Had the minesweepers not been there, I think the umpires would have added to their list of sunken ships considerably. The minesweepers *Linnet* (AMS 24), *Ostrich* (AMS 29) and *Plover* (AMS 33) destroyed by themselves about 17 magnetic mines. . . ."

Trouble is, mine sweeps operate so far ahead that mere reporters, hiding in the rear, can't see 'em. Remember Lyte Gulf, Lingayen, Tokyo Bay . . .?

P.S.—ALL HANDS didn't have a reporter there at all.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S Government Printing Office, Washington 25, D.C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: In an engine room of the aircraft carrier USS Leyte (CV 32) a talker jots down important data while an officer of the watch—a chief electrician—keeps an eye on an array of gauges.


DIAL
DUTY

IT'S YOUR MOVE.....

Keep up with the game by means of your own copy of *ALL HANDS* through a personal subscription



HERE'S HOW: Send check or money order for $2.00 for one year's subscription to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Check or money order should be made payable to the Superintendent of Documents.

D208.3:

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended for 10 readers. All should see it as soon as possible. PASS THIS COPY ALONG

AUGUST 1949


RIVIERA
TRIO



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

AUGUST 1949 Navpers-O NUMBER 390

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

	Page
Coffee Is Lifeblood of U. S. Navy	2
The Word	4
Our Newest Cruiser	6
Your Future Is in the Cards	8
New Club for EMs	11
Legislative Summary	12
Hook, Line and Sinker Sailors	14
Navy Sports Roundup	16
Let's Take a Look at the Records	19
Supply in Reserve	21
Strong Navy Is Vital to Our Security	25
Letters to the Editor	29
Today's Navy	32
Servicescope: News of Other Armed Services	40
Bulletin Board	42
CPO Exams Set for 1 Dec 1949	43
Unusual Newspaper Printed by Ship	44
Marks for Proficiency in Rating	46
Increase in Meals Allowances	50
Latest Word on State Bonuses	51
All About Selection Boards	54
Directives in Brief	56
Books: Variety Is Keynote	58
Book Supplement: *Stalking the U-Boats*	59
Taffrail Talk	64

• FRONT COVER: During a lull in training exercises, Billy E. Crook, CPL, USMC, of Asheville, N. C., and Charles E. Wagner, CPL, USMC, of Villa Park, Ill., smile at the amusing actions of their companions.—*All Hands* photo by Roger B. Maass, PH3, USN.

• AT LEFT: Bluejackets of the Sixth Task Fleet in the Mediterranean stroll along the yacht basin at Cannes, famed French Riviera playground for international society and one of the ports visited for rest and recreation by U. S. sailors.

CREDITS: All photographs published in *All Hands* are official U. S. Navy photographs unless otherwise designated.

Lifeblood of the U.S. Navy:

SAILORS can nonchalantly polish their fingernails on their lapels — if they had lapels — when the conversation turns to coffee brewing. Sensitive-palate coffee quaffers admit that when it comes to preparing the delicious beverage, U. S. Navy men have no peers.

Experience is undoubtedly one reason behind this superior brewing talent for no group of people on earth drinks more coffee than sailors. Currently they are gulping almost a million cups per day.

In many places on board ship such as the bridge, radio shack, machine shop, engine and firerooms, the formula for preparing a particular distinctive-flavored coffee is a jealously guarded secret.

While every shipboard department prepares good coffee, the supremacy of the bridge gang in this field is seldom challenged. However, according to some quartermasters, living up to this reputation has its disadvantages.

It seems that every time a pot of fragrant bridge coffee is ready, half a dozen crew members from other parts of the ship are leaning hungrily over the shoulders of the bridge force, grinning sheepishly as they toy with empty cups. The mystery of how the word gets around when the bridge has a fresh pot of joe has never been solved, but lip-smacking sailors always magically appear when it's ready for pouring.

One quartermaster claims it is mental telepathy. "When a pot starts perking, it sets up impulses in their thick skulls," he declares. "They count the perks and when it reaches a certain number, they make a dash for the bridge, even if they're in the bilges at the time."

Many innocent people are under the delusion that all you need to make a pot of coffee are the little brown beans from Rhumbaland, ground up one way or another, and water. You dump the two in a container, apply heat, and pretty soon you have a brownish liquid that passes down the uneducated palate as coffee. They could learn a thing or two from sailor coffee connoisseurs, who employ more tricks in brewing a pot of joe than a clothing salesman in selling an oversize suit.

First of all, to make good coffee you've got to have properly blended and roasted coffee beans. BuSandA takes care of this by supplying ships and stations with the finest blended and roasted coffee obtainable. Just to make certain it's done right, the Navy operates its own coffee roasting plants.

At two huge roasting plants located at Oakland, Calif., and Brooklyn, N. Y., carloads of green coffee beans are received from South and Central America, graded and stored. Different blends of coffee beans are poured into a mixer, then shot up a compressed air chute into the roasting ovens. These big roasters are capable of roasting 500 pounds of beans every 15 minutes. Next the coffee is ground and packed in 20-pound vacuum tins or 50-pound bags for distribution.

However, before the roasting process begins a sample is taken from each shipment of coffee beans, roasted, brewed and sipped by a master taster. If it tingles his taste buds just right the Navy goes ahead





Good Coffee

and roasts it. The expert who samples the Navy's coffee at its Oakland plant has been tasting coffee for the Navy for over 15 years, and knows a good cup of joe when he tastes it.

A seaman working in the bos'n locker reports he was upbraided unmercifully by the chief boatswain's mate for washing the joe pot. "Never wash it, just *rinse* it gently!" the chief roared. Scouring a pot to its bare metal is more sacriligious to a joe pot artist than scraping a pipe bowl is to a lifelong briar puffer.

Probably the most complicated joe pot ever used in the Navy was one rigged in the engineroom of a wartime transport. Designed and built through the combined efforts of several engineering, construction and coffee brewing "experts," it was a Rube Goldbergish-looking affair with a half dozen pressure valves, vacuum lines, drain lines, safety valves and water and coffee level indicators. The "pot" would boil on either "hot" or exhaust steam through an arrangement that put a vacuum drag on it when desired. Producing a cup of joe was more complicated than operating the main engines, and no one under a first class petty officer was allowed to touch it. Sailors who once tasted beverage brewed in this contraption say all other coffee is flat and tasteless in comparison.

Many Navy men have picked up new ideas on brewing coffee from their travels to foreign ports. Some have learned to like it prepared the South American way, in which you place the coffee, ground to a powder, on a cheesecloth. If you're planning on a quart of brew, use at least a pint of pulverized beans. Then pour boiling water through it several times. It comes out black as midnight and thick as molasses. Next fill a thimble-sized *demi-tasse* cup about three-quarters full of sugar and pour the coffee over it.

Others like the method of boiling coffee in a mixture of milk and water. Some even like the system of mixing the coffee, milk and sugar together before boiling, the final product coming out a brownish syrupy substance. Instead of dissolving the sugar, a few prefer the Finnish custom of holding a sugar lump between the teeth and straining the coffee through it.

The Navy Department also has some ideas of its own on how to make a good pot of joe. While they don't tell you one method of preparation is better than another, they do think that to extract the utmost aroma and flavor from coffee the following rules will help: (1) Grind coffee just prior to use. Containers of ready ground coffee should be kept tightly sealed. (2) Keep coffee making equipment scrupulously clean. If a filter cloth, bag or sack is used, change them often. (3) Use fresh grounds and never attempt to re-use. If you are running short don't play around with the water spigot — make another run.

Coffee has been around a long time. Credit goes to the black tribes of Abyssinia for discovering that the pretty red berries had other than decorative values. According to one version, back in 875 A.D. the sheep and goat herders in the Abyssinian province of Kaffa (where coffee got its name) were having a rough time of it because their sheep and goats stayed up all night wandering restlessly around. This kept the herders awake all night too. Finally someone discovered the coffee bushes the animals grazed on were responsible. The herders sampled the berries and it was a case of love at first swallow. After that the sheep slept, but the herders stayed awake all night anyway — too much coffee.

The ingenious Abyssinians not only prepared a beverage from coffee, but ate it as well. Their favorite delicacy was pulverized coffee wrapped in coffee tree leaves, rolled in grease and roasted.

Sailors have given more names to coffee than a titled nobleman acquires. Java, jamoke, sludge, silt, bilge, mud and a shot-in-the-arm are a few of these more refined appellations. Mostly, however, it is called joe — — probably derived from the song, "Old Black Joe."

That the U. S. sailor dearly loves his coffee is attested by the amazing amount of the berry passionately imbibed by practically everyone in the Navy. According to BuSandA, sailors are currently gulping an average of 58,000 pounds of coffee per day, including commissary sales. Based on the popular recipe that a pound of coffee beans makes a gallon of joe, there is enough coffee drunk each day to float a 157-foot LCI — without sugar and cream.

Just how pale and insipid shoreside coffee is when compared with robust Navy joe is illustrated by an incident which occurred when a lady invited two hash-marked sailors to "tea." Having heard that Navy men like their coffee strong, she added an extra amount of coffee and allowed it to boil twice as long as normal. The visitors nodded approvingly when the beverage was served. When the time came to leave, one turned gallantly to his hostess and remarked, "Ma'am, I wanna tell you that was the finest tea I've ever tasted." — Earl Smith, JOC, USN.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• CUSTOM PRIVILEGES—A reminder has been issued to personnel on duty outside the continental United States that custom-free entry privileges on gift parcels up to $50 have expired as of 1 July 1949.

Prior to this date, parcels mailed by military personnel overseas to addressees in the U.S. have been admitted free of duty under legislation enacted by wartime Congresses.

Under prevailing customs regulations it is no longer possible for the overseas sender to prepay customs duties at the point of purchase or mailing. Such duties must be paid by recipients in this country.

• CORPSMAN'S HANDBOOK – All hospital corpsmen on active duty are now receiving copies of the new "Handbook of Hospital Corps, United States Navy, 1949."

The pocket-type handbook, designed to take the rough treatment encountered under field conditions, contains basic material on fundamental subjects that will provide a ready reference of practical information to all corpsmen.

Distribution to all naval activities is being made from the Publication Distribution Center, Norfolk, Va., and no requisition will be necessary except for additional copies should they be needed.

Being distributed at no cost to the hospital corpsmen, the book will also be on sale at the Superintendent of Documents, Government Printing Office, Washington 25, D. C., for $1.75 a copy.

• FLIGHT PAY—Additional Naval Reserve personnel can now qualify to draw flight pay. These are in addition to commissioned Naval Reserve aviators who were authorized previously to receive flight pay for drills attended.

Under Executive Order 10059, which amends the Pay Readjustment Act of 1942, flight pay for drills attended can be drawn also by qualified enlisted personnel and commissioned navigators and flight surgeons of the organized Naval Reserve. This pertains to personnel in an inactive-duty-training pay status or drill pay status who are required to participate regularly in aerial flights.

To be granted flight pay, a person must make four or more flights totaling at least 72 minutes or must be in the air a total of 96 minutes during the calendar month. Such flights, of a duty nature, may be made at ordered drills or duty of the organization to which the individual is attached, or at other times in accordance with regulations prescribed by the head of the department concerned.

Native Of China Wins Coveted Recruit Honor

A United States Navy sailor of Chinese nationality was paid the highest possible tribute by his shipmates when they named him "Honor-Man" of the company at the completion of his recruit training.

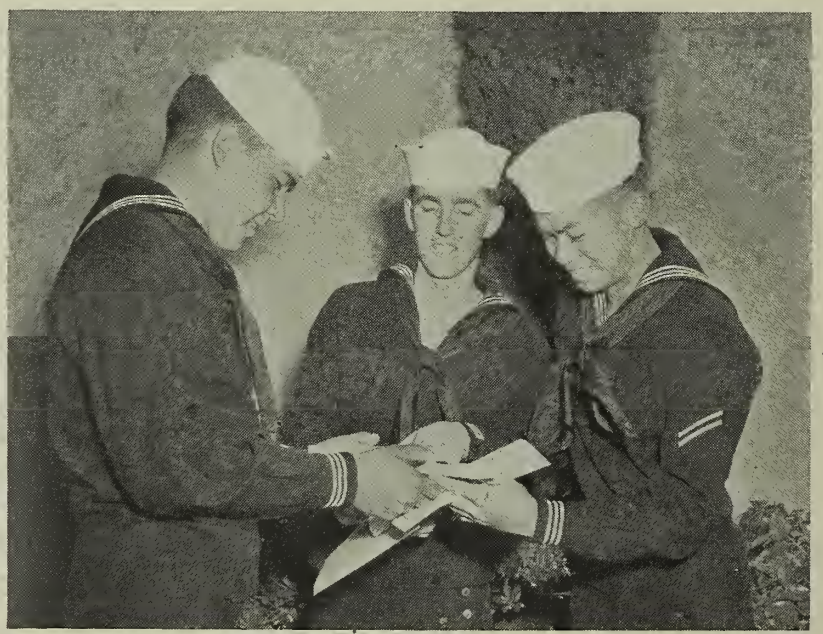
Kwoon L. Hom, ETSR, USN, born in Canton, China, was voted the honor by fellow members of Company 75, U. S. Naval Training Center, San Diego, Calif.

The honorman certificate, presented to him at a recruit parade, states:

"Kwoon L. Hom, ETSR, Co. 75.

"By virtue of the superior application manifested in assimilating the instruction given in the course of training for recruits at the Training Center, his demonstrated loyalty, attention to duty, dependability, aptitude for naval life, and the marked evidence of these qualities which are particularly characteristic of a Navy man-o-warsman, has been selected as the honorman of this company."

Still a fluent conversationalist in his native tongue, Kwoon Hom spent the first nine years of his life in Canton, China, before joining his father in Los Angeles, Calif. He entered American schools there and graduated from Van Nuys High School. Upon completion of his recruit training he was assigned to the Electronics Material School, Treasure Island, Calif.



HONORMAN Kwoon L. Hom, ETSR, USN, (right) shows certificate presented him by his shipmates to Richard Sanchez (left) and J. E. Wershin.

Escalators for Pilots On 3 Essex Carriers

There was a time when carrier pilots hurrying up from the ready room with 40 pounds of clothing and gear draped upon them were likely to arrive all out of breath at their planes on the flight deck. They won't any more, though — not on three carriers of the *Essex* class anyway. Beginning soon, they'll ride escalators.

Operating at the standard department-store speed, the 32-inch-wide escalators will be able to deposit an aviator on topside every two seconds. The steps will be made of a tough plastic and designed to stand military duty.

The moving stairways are being installed by Navy yards on both U. S. coasts. They are expected to put Navy flyers on the flight decks in better shape to swing into the split-second maneuvers of flight-deck operations.

• WELFARE GEAR DEPOTS — Seven main centers for stocking welfare and recreation equipment are being established in the naval supply depots at Pearl Harbor, San Diego, Oakland, Norfolk, Newport, Seattle and Great Lakes.

At present Oakland and Norfolk are well stocked with this equipment and Pearl Harbor will be completely stocked as soon as practicable. Plans for the other centers have not been completed. Eventually all seven depots will carry complete stock of welfare and recreation equipment. All stock formerly carried at Naval Supply Depot, Bayonne, N. J., has been transferred to Norfolk.

Musical instruments, class 36, will be available on a cash sale basis similar to all welfare and recreation equipment in class 37. Musical instruments will be distributed through the Norfolk Naval Supply Center exclusively.

BuPers-BuSandA Joint Letter 49-184 (NDB, 15 Mar 1949), announced a plan whereby ordering activities do not have to forward a check with the order, but can pay after the equipment has been shipped and invoiced.

Additional information and copies of inventories and prices may be obtained by interested activities by request from the Chief of Naval Personnel (Attn: Pers-5111).

• RACE DISCRIMINATION — The Navy has reaffirmed its policy of equal treatment of the races in a letter from SecNav to all ships and stations.

"It is the policy of the Navy Department that there shall be equality of treatment and opportunity for all persons in the Navy and Marine Corps without regard to race, color, religion or national origin," the letter states.

"In their attitude and day-to-day conduct of affairs, officers and enlisted personnel of the Navy and Marine Corps shall adhere rigidly and impartially to the Navy Regulations, in which no distinction is made between individuals wearing the uniform of these services.

"All personnel will be enlisted or appointed, trained, advanced or promoted, assigned duty and administered in all respects without regard to race, color, religion or national origin.

"In the utilization of housing, messing, berthing and other facilities, no special or unusual provisions will be made for the accommodation of any minority race," the letter concludes.

• COURSE IN DEMOCRACY— Following the precedent set by the Navy, which has been conducting a 10-hour course in Citizenship and Democracy for the past year, plans have been made to include such a course in the training program of recruits of all branches of the armed forces.

The decision to include a course in basic citizenship in recruit training was made by the Personnel Policy Board of the National Military Establishment, in line with the belief that the mental attitude and mental compass of officers and enlisted personnel are basic for everything they seek to do.

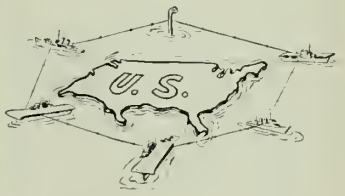
Responsibility for preparation of the course to be used by the Army, Navy and Air Force has been assigned to the Armed Forces Information and Education Division, Office of the Secretary of Defense. It is anticipated the project will be completed by 31 Aug 1949.

A series of 10 illustrated texts and booklets on the subject are being prepared by BuPers and will be used in Naval Training Centers on an experimental basis for one year, or until the course being prepared for joint use replaces these textual materials.

HERE'S YOUR NAVY



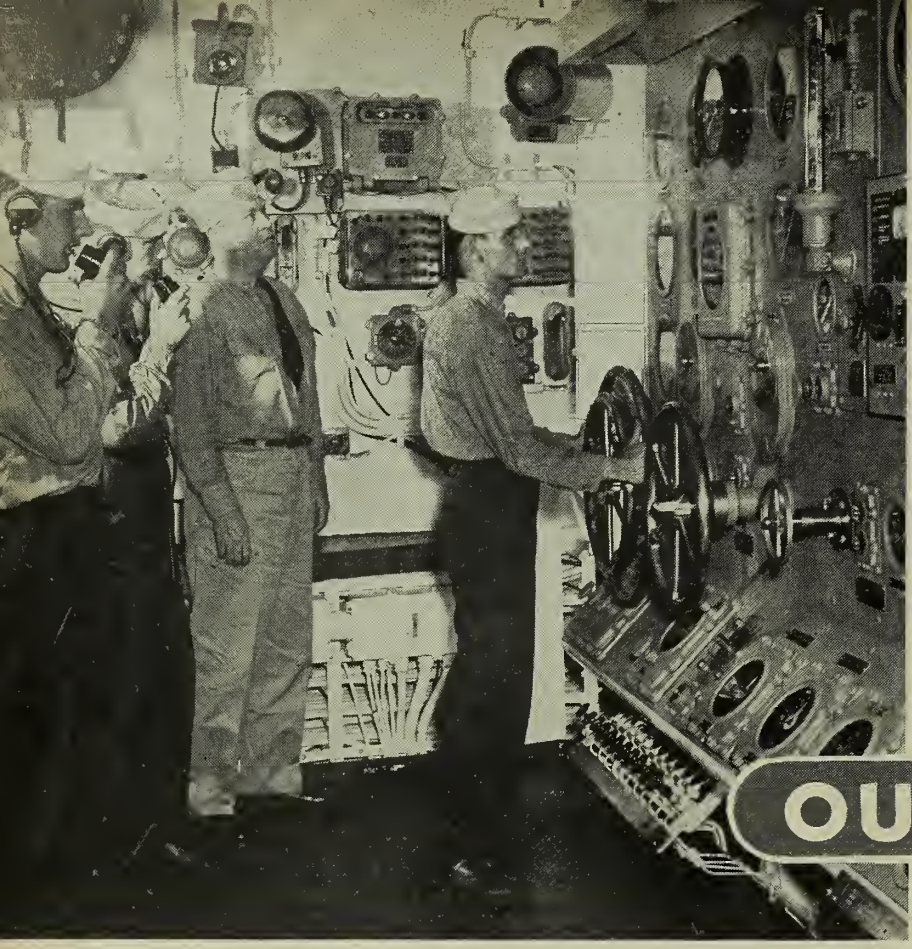
Since the lusty days of 480 B.C. when sweating oarsmen could turn up a 15-knot flank speed in pot-bellied *triremes*, the two-pronged need for control of the seas has remained the same: (1) The ability to deny use of the seas to an enemy, and (2) The ability to use the seas for yourself. This remains as true today as it was when ships had beaks of bronze.



WW I and II proved again that the United States is an "island" power requiring in an emergency the activation of a strong peacetime fleet to deny an enemy use of the oceans through offensive action by all elements of our sea power. This requires active naval support for our other services as they occupy important strategic areas before the enemy.



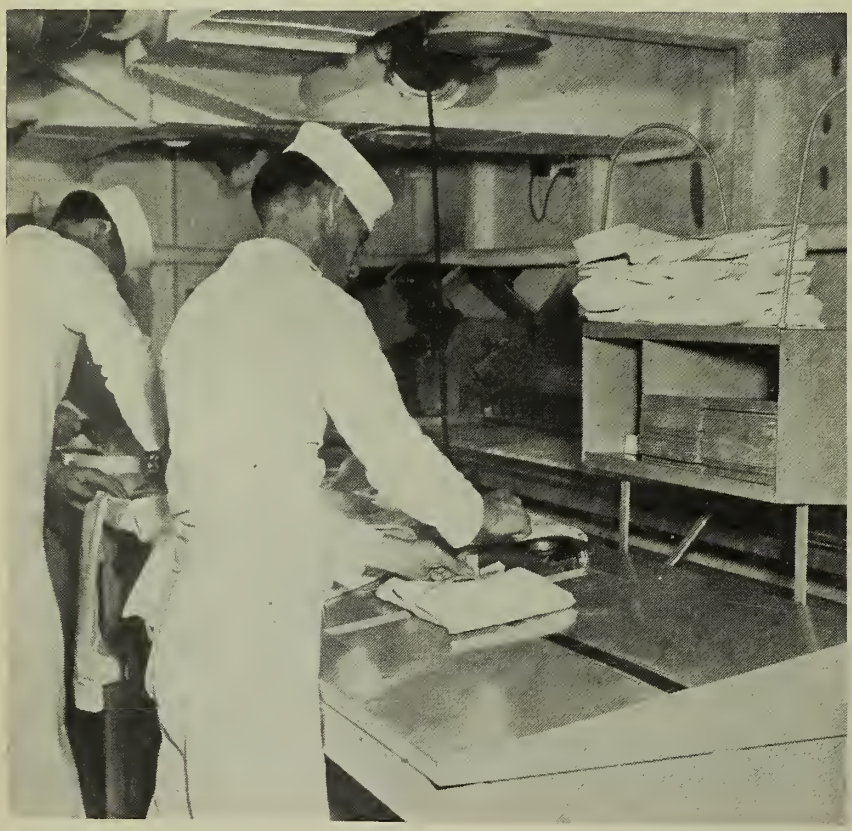
Your Navy job today is to preserve in time of peace the framework of our sea power which in the past has so decisively maintained our ocean lines of transportation and supply in wartime. Your technical know-how will assure wartime access to strategic materials to make possible other operations by our armed forces — despite enemy efforts to disrupt these sea channels.





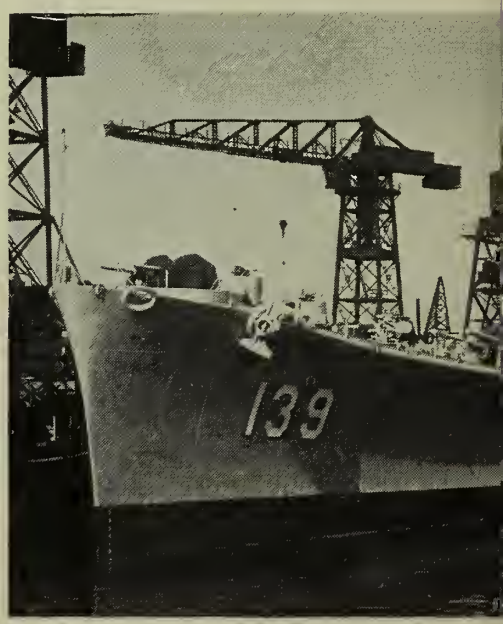
OUR NEWEST

UNUSUALLY large engine room (above) controls most modern propulsion plant aboard any Navy ship. Below: Large laundry is completely equipped.



THE MOST modern fighting ship afloat, USS *Salem* (CA 139) was commissioned at the Boston Naval Shipyard within 15 miles of the famous Massachusetts seaport for which she was named. (See ALL HANDS, July 1949, p. 4.)

A 17,000-ton ship, she is, along with her sister ships *Des Moines* and *Newport News*, the world's heaviest heavy cruiser. Her 53 guns have the ability to fire four times faster than our war-





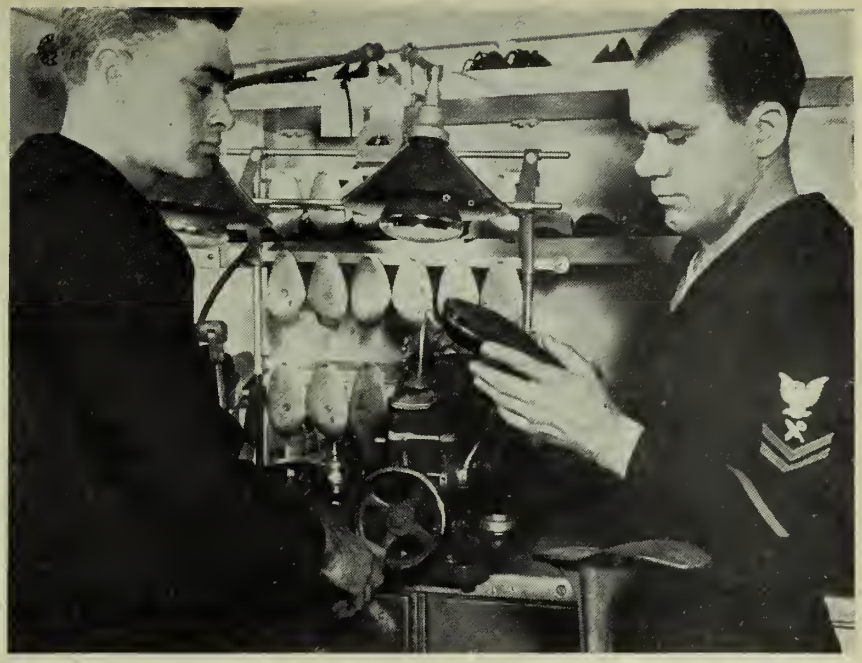
CRUISER

time cruisers. She is 716 feet long and capable of speeds of over 30 knots.

She was accepted for service by Admiral Louis E. Denfeld, Chief of Naval Operations, as "the outward and visible sign of our determination that no would-be aggressors shall easily or lightly endanger our way of life."

Over the Fourth of July, *Salem*, resplendent in holiday bunting, visited the city for which she was named. Her crew was accorded a rousing reception.

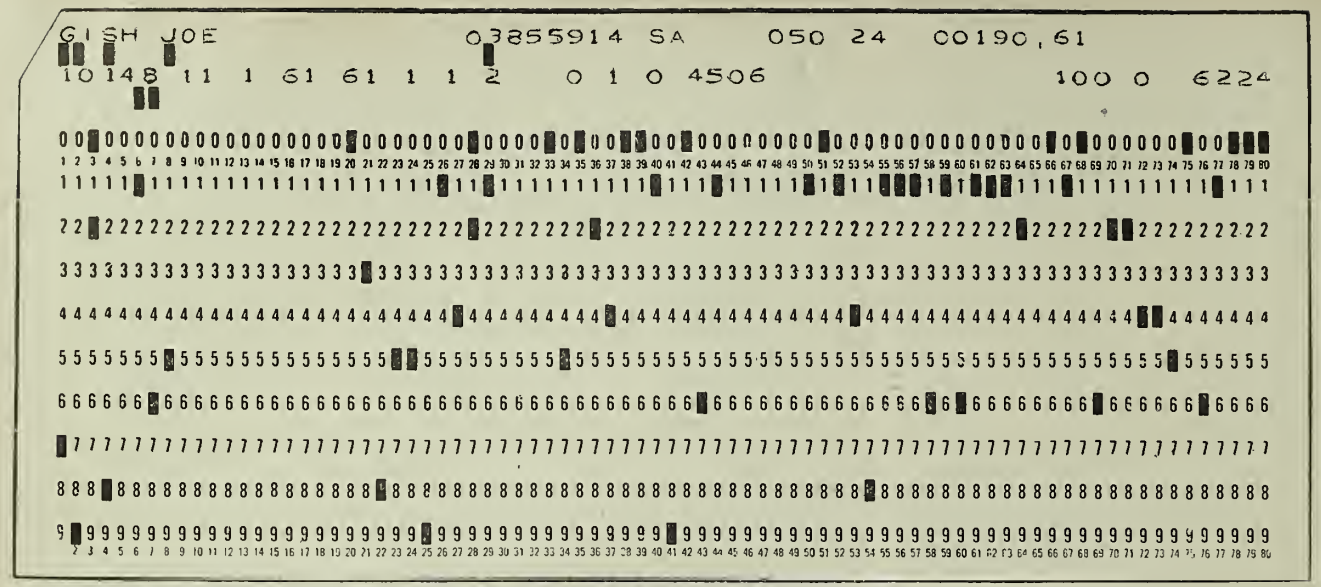




SHOE SHOP uses new vulcanizing machines which eliminate the need for sewing and nailing (above). Center: The galley boasts all latest improvements.



AIR-CONDITIONED living compartments guarantee crew's comfort under all conditions (above). Left: USS Salem is most modern fighting ship afloat.



YOU'RE A CARD as far as Navy's personnel accounting system is concerned and your record nothing but holes.

Your Future Is in the Cards

THE CARD GAMES you join or watch in leisure hours aboard ship don't have much bearing on your future — as long as you observe Navy Regs concerning them, and don't waste time that could better be spent in studying your rating course.

There's a card game in the Navy that does have a bearing on your future, though — and that's the one conducted by the personnel accounting people and their machines.

Unlike the ace of spades, these cards have holes in them. It's the holes, in fact, that keep the game going. Let's take a quick look at this personnel accounting busines and see what it means to you and me.

First, picture a postcard perforated with many holes like a transfer used on a cross-town streetcar or bus. Every man and woman in the Navy and Naval Reserve is represented by such a card in the Bureau of Naval Personnel and in 18 personnel accounting machine installations (PAMIs) strategically located throughout the U. S. and in Hawaii.

Everyone knows that he has either a service record or a qualification record jacket and everyone *should* know that most of the information in these documents is transferred to a personnel accounting card. These cards are used for many purposes by your personnel officer. Some of the purposes may be to determine when you're eligible for sea or shore duty, what types of extra pay you may be entitled to, and what your latest Navy job classification is.

Now all this information is also required by commandants, force and type commanders and by the Navy Department. It would require hundreds of man-hours to sort, classify and accumulate all the varied information that those who manage the Navy's big business must have. As a result, information would be weeks and even months in gathering. The answer? Punched card accounting.

Before we get too deeply into punched card accounting, let's find out how your activity transacts its personnel business with the Navy Department. We're all familiar with checking and savings accounts — or if not, we at least know someone who has or has had a few dollars in the bank. Let's assume that the Navy Department is the main bank, the PAMIs are branch banks and individual activities are the depositors. . . .

Your ship receives a man on board for duty. His name is deposited in the appropriate PAMI — personnel accounting machine installation, that is. Another ship loses a man. That man is a withdrawal from a PAMI. Once a month the PAMIs inform the main bank (BuPers) of these transactions and it adjusts its accounts accordingly.

The personnel accounting card contains so much information and the punched card is so small that one of the first jobs of a PAMI is to convert the information into codes. With the exception of your name and service number, just about everything on the card is coded — and ordinarily it's no easy task.

The yeomen and machine accountants in a PAMI, however, do so much coding that it's routine to them. This is as it should be because it gives a coder a better opportunity to spot errors that your own yeoman might have made. For instance, if you reported aboard your vessel on 1 Jan 1946 and if the same date were shown as your date of birth — and this sometimes happens — the coder would prepare a discrepancy letter asking your ship for verification. But if the coder didn't catch the alleged error there is no cause for worry. As we'll soon find out, one of the big jobs of a PAMI is to ascertain that its information is correct.

After the personnel accounting cards are coded, they are turned over to a machine accountant operating a key punch. The key punch is a glorified typewriter which with its stand is about the size and shape of a domestic floor-model sewing machine. It is what actually punches the holes in the cards. These holes represent the letters and figures that the coder wrote on the personnel accounting card. Simple? It certainly is, but you'll be surprised to learn what can

and will be done with the newly holed-up card.

Going back to the comparison between a branch bank and a PAMI, let's look at some of the unique problems a PAMI has in maintaining hundreds of accounts for hundreds of activities. Unlike the bank — and this is a point which many overlook — the PAMI has the problem of keeping our punched cards up to date.

If you'll stop for a moment and consider how many items have affected your official record in the past year, then multiply it by the number of people in the Navy, you will begin to realize the multitude of changes that occur. Of course, if a piece of money could get married or change its value or get sick and go to a hospital, the branch bank accounting problem would be more like a PAMI's. Your personnel office keeps the PAMI advised by means of a personnel diary of all the changes that affect your status.

The job of maintaining the hundreds of thousands of cards — each representing a man — is only half the task of a personnel accounting machine installation (a PAMI). They have the distributional commands, the fiscal people and BuPers to keep happy — with reports.

To do their personnel accounting accurately, quickly and in a form which can be understood and used, PAMIs rely on electric tabulating machine equipment.

If a person were to make a tour of a PAMI, the control section would be a good place to start. There is where hundreds of letters containing personnel diaries and personnel accounting cards are received each day. Also in the control section can be found the following specialists: auditors, who check the diaries for errors and missing information; coders, whose jobs were previously explained; verifiers, who check the coders' work — and Joe Gish, seaman apprentice, who is trying very hard to understand what makes the wheels of the Navy go 'round.



LISTED report compiled from data that are punched out on countless cards is checked by a machine accountant as it issues from a summarizer.

Once the human verifiers' job is finished, the machines go to work.

First, there's the key punch. It punches rectangular holes as was explained previously.

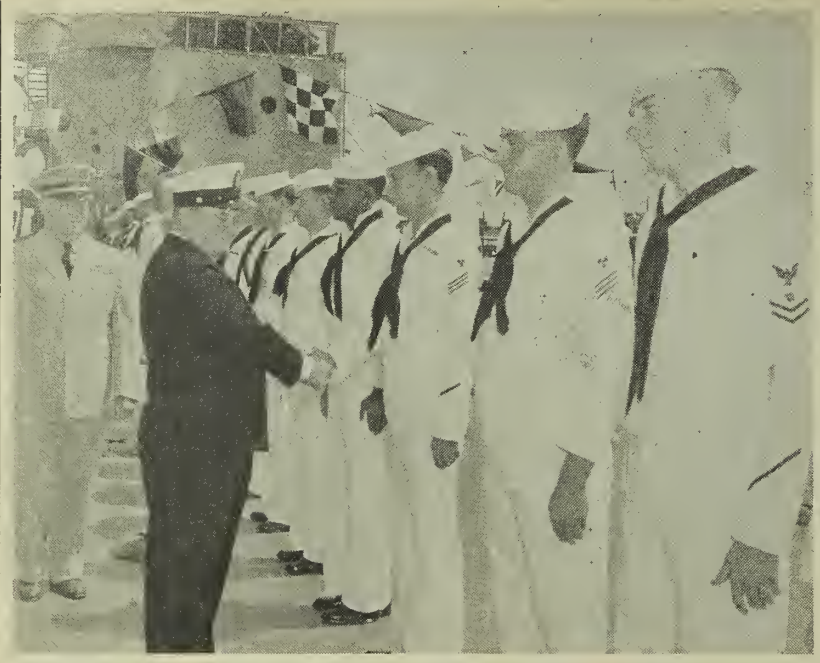
Then, there's the mechanical verifier — which has the same appearance as the key punch. This machine "looks at" a punched hole each time the operator "re-punches" the card. If a hole isn't where it should be, a red light flashes. The operator takes the offending card out, sends it back to the key puncher and receives a new, correctly punched card. This combination of man and machine is virtually foolproof in catching errors.

After the cards have been punched and checked, they are as well mixed as your division's laundry in the ship's washing machine. This is where the sorter takes over. As the sorter receives the cards it "feels" the perforations — which are arranged differently in each card — and stacks the cards in service number sequence. This it does at the rate of 4,900 cards an hour!

Throughout this tour you are moving among blocky-looking machines, each of which is attended by someone. The machines are about the size of an apartment-size refrigerator, on the average — and are largely enclosed in dark crinkly metal, like a typewriter. They make intelligent-sounding whirring and clicking noises, and if one watches closely he can see cards whisking between small wheels and rollers. The cards drop briskly into various enclosures where



MACHINES are important but even in personnel accounting men still play the indispensable part in running the big business that is the Navy.



HONOR of inspecting shipmates on LST 1153 was accorded F. M. McKenzie, QMC, USN, to commemorate his leaving naval service after 20 years.

Ceremony Attends Chief's Retirement

Chubby, well-liked Chief Quartermaster F. M. McKenzie, USN, a veteran of the sinking of the carrier *Lexington* in the early days of the war, was granted an unexpected privilege when he retired.

He was asked to accompany his commanding officer, Lieutenant Commander J. T. Godfrey, USN, on a final inspection of his present ship, LST 1153.



RETIRING Chief McKenzie cuts special cake baked for him and served at a dinner held in his honor.

As a light breeze blew across the sun-baked deck, the crew snapped smartly to attention and the Chief and CO strode down the lines. McKenzie shook hands with each man.

Retiring after 20 years service aboard carriers, transports and landing craft, Chief McKenzie is looking forward to a new life as a gentleman rancher down on the farm — in this case his old hometown, Melvin, Ala.

Following duty on *Lexington*, he helped put into commission and served aboard uss *Bexar* (APA 237). Before coming to 1153, last year, he served in LST 391 for two years.

To help him while away future hours, the Chief's many friends presented him with a full line of sports equipment including a fishing pole, tackle box and shotgun with his name engraved on it, as well as a gold watch and chain.

Two parties were thrown for the Chief before he was ushered over the side. At one, held on the tank deck of the ship, he was given a specially baked cake which carried the message in icing, "Best Wishes, Mac." — Henry F. Schlosser, QMC, USN.

they are quickly covered by others.

At the end of each machine is the contraption that comprises the brain of the affair. Technically, it is called the wiring panel and it must be wired for different tasks. Wiring is done by sticking the ends of short electrical conductors into combinations of the multitude of small holes that cover the board. The resulting network is called "spaghetti."

We still don't have these newly punched cards in the "on-board" files of the activity that the PAMI is accounting for. So now we take the cards to the collator. This machine has two feeders. We place the newly punched cards in one feeder and the on-board cards in the other. The collator senses the sequence of cards in the two feeds as they move through, and ends up with one stack of cards — all in service number order.

The collator also will note the service number punched in a status card, find the same service number in a change-of-rate card and pull the two cards out together. A new status card can now be made, reflecting your latest change of rate. Of course, if a wrong service number was furnished the PAMI on the personnel diary — well, that's why machine accountants lose their hair. Incidentally, the collator is used to pull cards of personnel having special Navy job code numbers and for other searching jobs — all at the rate of 740 cards a minute.

To do all the printing of reports that is necessary, we find an ingenious machine called the alphabetical accounting machine. By feeling the perforations in one card, this machine can type 88 columns of information about an individual at one stroke. At the same time it can accumulate up to 80 columns of figures at the rate of 150 cards a minute.

Engineers say that altogether the machines used in PAMIs do all the recording, filing, sorting, finding and printing that can possibly be done mechanically in a modern personnel accounting system.

Surrounding each mechanical and clerical operation are machine accountants and yeomen doing the hand and mind work. Men, not machines, still play the indispensable part in running this big business which is the Navy. And one of the biggest parts is played by your personnel yeoman who prepares the personnel diary and the personnel accounting card.



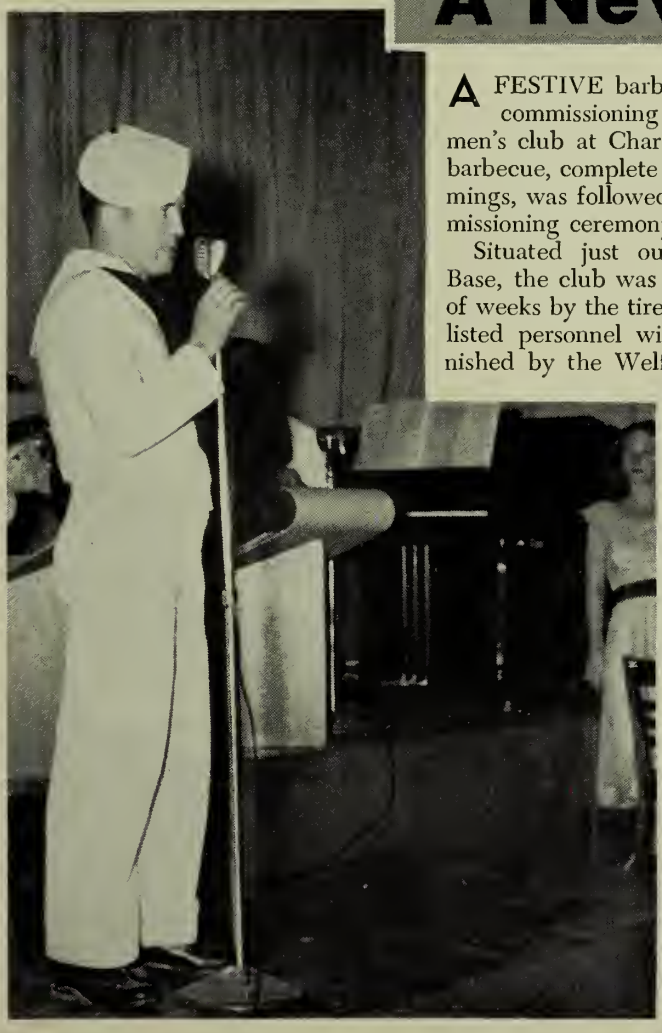


A New Club for EMs

A FESTIVE barbecue marked the commissioning of a new enlisted men's club at Charleston, S. C. The barbecue, complete with all the trimmings, was followed by a brief commissioning ceremony and a dance.

Situated just outside the Naval Base, the club was built in a matter of weeks by the tireless efforts of enlisted personnel with materials furnished by the Welfare and Recreation Department. It consists of a large dance hall, lounge, recreation room, locker club, and refreshment hall.

Above left: The chow line operates at full throttle. Above right: Waves helped as hostesses during the gala opening. Lower left: William Boyd, BM1, a leader in building the club, presides at commissioning ceremony. Lower right: A cook gives the sizzling pig a turn.





Here's a Roundup of Legislation Affecting Naval Personnel

Action by the 81st Congress on bills of interest to the naval establishment reached a new high as many were introduced, reported, passed and approved.

The Career Compensation Act — more commonly known as the "pay bill" — went under scrutiny of the Senate Armed Service Committee following its passage by the House of Representatives.

Meanwhile, other action has progressed on the following bills:

Retired Adjustments—S. 2145 and H.R. 5350: Introduced; to amend the Act of 24 July 1941, as amended, so as to provide an equitable adjustment of retired pay for certain naval officers.

Restricts A-bomb — Senate Joint Resolution 112: Introduced; to prohibit the use of the atomic bomb as a weapon of warfare except in case of attack by a nation using same.

Obsolete Laws — S. 1794: Passed by both House and Senate; to repeal certain obsolete provisions of law relating to the naval service.

Retirement Decisions — S. 1639: Passed Senate; providing that the Secretary of the Navy, instead of the President, be authorized to approve or disapprove decisions by Navy retiring boards.

Reserve Pay — Public Law 104; pay of Naval Reserve officers appointed to permanent grades.

Enlisted Pilots — Public Law 103; to remove the requirement of 20 per cent enlisted pilots during peacetime and imposing a 20 per cent requirement of enlisted men in aviation cadet programs.

Reserve Benefits — S. 213 approved as Public Law 108; to provide benefits for members of Reserve components who suffer disability or death from injuries while engaged in training.

Officer Retention — H.R. 4516 and S. 1759 approved as Public Law 131; to provide for retention on the active list of certain captains of the Medical and Dental Corps who would otherwise be retired.

Uniform Code—H.R. 4080 passed House with amendments, S. 857 favorably reported to Senate but objected to on the floor and passed over; to provide a Uniform Code of Military Justice for the armed services.

General Ranks — S. 2102: Introduced; to abolish the commissioned officer grade of brigadier general in the Army, the Air Force and the Marine Corps; and to provide for the classification of major generals of the Army, the Air Force and the Marinc Corps as major generals upper half and major generals lower half.

Admiral Ranks — S. 2103: Introduced; to abolish the classification of rear admirals of the Navy and Coast Guard as rear admirals upper half and lower half; and to establish the grade of commodore in the Navy and Coast Guard.

Housing Aid — S. 1184: reported to the House, amended; to encourage construction of rental housing at or in areas adjacent to military and naval installations.

List Adjustment — H.R. 5238: Introduced; to authorize the adjustment of the lineal positions of certain officers of the naval service.

Sea-level Canal — H.R. 5219: Introduced; to provide for the construction of an interocean ship canal of sea-level design connecting the waters of the Atlantic and Pacific Oceans.

Frigate Preservation — S. 2026: Introduced; to provide for the preservation of the frigate *Constellation*.

Foreign Medals — S. 1955; Reported to the Senate; to authorize certain persons to accept decorations tendered to them by the United Kingdom for services rendered the Allied cause during World War II.

Rename Pentagon — Senate Joint Resolution 96: Introduced; to change the name of the Pentagon Building to the Forrestal Building.

Insurance Administration — H.R. 5288: Introduced; to create a Veterans' Insurance Corporation to receive transfer of administration of the National Service Life Insurance fund and the United States Government Life Insurance fund.

Canal Conversion — S. 1917: Introduced; to authorize the conversion of the Panama Canal to a sea-level waterway.

New Medal — H.R. 4849: Introduced; to establish the decoration Medal of Valor for award to persons serving or acting for the United States in secret or undercover activity to aid the national defense.

Compensation Choice — S. 1507: Introduced; to amend Section 10 of the Act of 2 Aug 1946 relating to the pay, allowances, travel, or other expenses while drawing a pension, disability allowance, disability compensation, or retired pay.

Airlift Medal — H.R. 2737: Reported favorably to the House; establishing the decoration Medal for Humane Action for award to persons serving in or with the Armed Forces of the United States participating in the current military effort to supply necessities of life to the people of Berlin, Germany.

Pay Advances — S. 1536: Re-

WAY BACK WHEN

Crow's Nest



With radar in the Navy the importance of the crow's nest has dwindled, but no mechanical apparatus will ever completely take its place.

The little nest up there in the mast has, in times past, saved many a ship from collision or running aground. It has also been a good place to acquire a nice sun tan. Strangely enough the term has its origin in the fact that ravens and crows once were actually carried in nests on the mast.

Norsemen, in ye real old Navy, carried crows and ravens in a cage on the mast as navigational aids. Whenever they lost sight of land, they would release one of the birds and follow its flight shoreward. A bit crude — but it worked.

ported with amendment to the Senate; to authorize advances of pay to personnel or the armed services upon permanent change of station. (This bill extends to officer and enlisted personnel of all the armed services the privilege previously limited to Navy and Marine Corps officers of drawing up to three months' advance pay on being ordered to and from sea duty, and to and from shore duty outside the continental limits of the U. S.)

Free Imports – House Joint Resolution 242: Reported favorably to the House; to extend for two years the existing privilege of free importation of gifts from members of the armed forces of the United States abroad. (Purpose of this bill is to extend for two years the existing law which allows for the entry of gifts of up to $50 in value without paying customs duties, charges, exactions, or internal revenue taxes when the gifts are sent from members of the armed services on duty abroad.)

Officers' Claims – S. 779: Approved as Public Law 109; relating to the pay and allowances of officers of the naval establishment appointed to permanent grades. (Purpose of the bill is to preclude claims for back pay and allowances due to readjustment in lineal precedence of officers of the Navy, Marine Corps and their reserve components as required by the Officer Personnel Act of 1947. Many of the temporary appointments obtained a date of rank – used for precedence purposes – which was earlier than the actual promotion date. In order to prevent claims for back pay based on an administrative date of rank, the Navy has not yet assigned these Reserve officers an actual date of rank in their permanent commissions. This bill will authorize the Navy to assign permanent dates of rank to its Reserve officers.

Back Pay–H.R. 4817: Introduced; to direct the Administrator of Veterans' Affairs to make certain payments to persons who served on active duty in enlisted grades of the armed forces of the U. S. during the period 16 Sept 1940 through 31 May 1942. (Provides for lump sum payment of an amount equal to the difference between the pay actually received and the pay which would have been received under provisions of the Pay Readjustment Act of 1942, as approved on 16 June 1942, had the bill become law on 16 Sept 1940.)

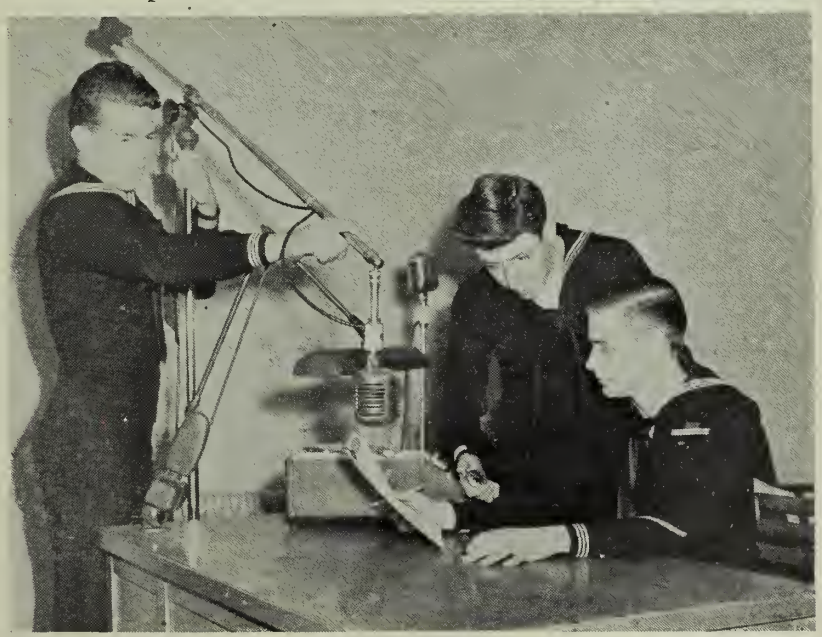


The Voice of Alaska

The Armed Forces Radio Service and its affiliated stations throughout the world have entered their eighth year of broadcasting. Typical AFRS station is 250 watt WVCQ at the Naval Operating Base in Kodiak, Alaska. Modern throughout, its facilities rival most small commercial stations in the U. S.

Above: Members of WVCQ's Radio Play Group run over their lines in Studio A. Right: Program is carefully checked before WVCQ disk jockey goes on the air. Below: Station personnel clock a "spot" announcement prior to broadcast time.





Hook, Line and Sinker Sailors

GETTING TIRED of acey-deucy and pinochle? Solitiare have you seeing spots in front of your eyes? Then take some good advice: Procure a hook, line and sinker and head for the fantail.

You'll probably discover company there, for all over the world sailors are fishing – ostensively for fish – but actually for fun.

Over the sides of ships anchored at such places as Guantanamo Bay, Guam, and Panama, on vessels underway in every ocean, in boats, in the pounding surf off hundreds of beaches, in the mirror-like lakes of Florida and the crystal clear streams of Alaska, Uncle Sam's seagoing citizens are finding pleasure in their natural habitat: angling for every species of fish that get their exercise (and occasionally a snack) outwitting zealous fishermen.

With about 196,950,000 square miles of ocean on earth and a large part of this water being traversed – and fished – by sailors at one time or another, it would be impossible to cover all the places where there is good fishing, or for the matter, to cover all the types of fishing that sailors are engaged in. However, reports have reached ALL HANDS on what a fisherman's paradise such-and-such a place is, and this article will be limited to the fish and fishing in those areas.

While in some cases sailors go after fish armed with all the finest equipment that science has devised to aid man in outsmarting a fish, more often the equipment used is limited to a plain rod and reel, obtained from the recreation department, plus bait finagled from the galley or butcher shop. The sailor fisherman is sometimes not sure what kind of fish he is fishing for, and doesn't care, so long as he lands a whopper. What he is looking for is the thrill of hearing the reel sing and feeling the rod quiver in his hands as he tussles with an angry, fighting fish.

U. S. Sailors the World Over Find Fun and Thrills With Rod, Reel and Handline

Within the continental U. S. – in streams, rivers, lakes and along its coastlines – are some of the finest fishing grounds in the world. Trout and bass probably attract the most enthusiastic fresh-water fishermen, while swordfish, marlin and tuna give the biggest kick to deep-water rod and reel fans. However, hundreds of other types of fish are angled for eagerly. Here is what some of the sailor fishermen have to say about fishing in their various localities.

Along Florida's 600 miles of coastline and in its 33,000 fresh water lakes are about 600 varieties of fish. Sailors stationed at the Naval Air Station, Miami, can almost take their pick of fish to angle for.

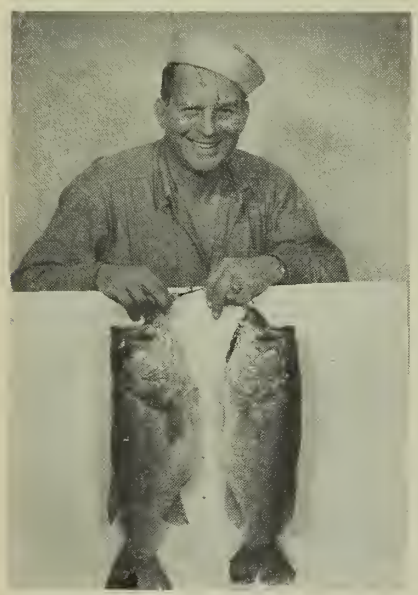
In the area near the station are lakes, canals and rivers and the nearby Atlantic Ocean. These waters are swarming with sailfish, dolphin, wahoo, bonito, king mackerel, barracuda, grouper, yellowtails, snapper, amberjack, and sea trout. Largemouth and smallmouth bass are found in abundance in the lakes, and are the largest in the country, sometimes weighing 10 to 20 pounds.

Most hair-raising fish caught in the vicinity of Florida is the swordfish, greatest fighter among game fish. The needle-pointed upper-jaw sword of these fish sometimes reach a length of six feet. The swordfish has been known to attack the boat of the fisherman, and there are records of a ship's wooden hull being penetrated eight inches by its sword.

At San Diego, Calif., sailors can borrow a rod and reel from their recreation department or from the Armed Services YMCA, hire a boat for a reasonable price and spend a lively day fishing off Coronado Island, La Jolla, or in streams in the area. Trout, salmon, rocky mountain whitefish, rock cod, bonita, groupers, and yellowtail are a few of the hookable fish residing in local waters. In the waters between Anacapa and Santa Cruz Islands large tuna are frequently landed by sailors out trolling in borrowed Navy boats.

A big event in the San Diego area each year is the Annual Yellowtail Derby. One of the country's outstanding angling events, the 300 fishermen who register the heaviest yellowtail during the four-month season qualify for a chance at such prizes at a new automobile, $750 cash prize and a variety of other inducements. A Navy chief won the grand prize automobile during the 1947 season.

Sailors stationed at NATTC Memphis, Tenn., often motor over to Horseshoe Lake in Arkansas to angle for bass and crappie. A report in the *Bluejacket,* station paper of NATTC,



SMILING sailor displays prize catch of two bigmouth bass caught in popular Horseshoe Lake, Arkansas.



BEAUTIFUL BASS — lots of them and all full of fight — were taken from lake near NATTC Memphis.

reports that a group of sailors from the base hooked 31 good-sized bass in less than an hour.

According to Marine sources, fishing is the second-ranking sport at Marine Corps Recruit Depot, Parris Island, S. C. Leathernecks fishing in the Broad River are landing some pole-bending drums. One fishing party from the Depot reports landing six drums, weighing 52 to 56 pounds each, many small blackfish and a 30-pound sea turtle.

Top game fish for PI fishermen is the cobia (the mackeral-like sergeant fish). Drop-line fisherman land sea bass, trout, spot and yellow tail from Horse Island Bridge and the Paige Field bridge. Crabbing in the area is excellent.

Farther south, at Guantanamo Bay, Cuba, the turnout of sailors with fishing poles increases. Fishing is one of the most popular sports at this Caribbean base, with organized fishing contests underway the year-around. Fishing is excellent from the rocky cliffs surrounding the base as well as in the fresh water river and in the bay.

In the river are snook, tarpon, skipjack and mangrove snapper, nearly all of which are best caught with a silver spoon. In the bay (fishing from the shore) are hordes of red snapper, grouper, croaker, bonefish and parrot fish, which are usually caught on shrimp or cut bait. Barracuda and sand sharks are hooked in and around the bay. Recently a sailor trolling in a row boat with an outboard motor landed a 52-pound barracuda, measuring 61 inches. Sailors fishing with drop lines from ships anchored in the harbor hook many fish. Occasionally they have hair-raising battles with big sharks, using bloody meat as a lure and snagging them with a grapnel hook.

A favorite night-time fishing activity of "Gitmo" sailors is spearing or "gigging" langouste – a spiny lobster sometimes called a sea-crayfish. Using a bright lantern and a spear, it requires good eyesight and skill in handling the gig.

Fishing gear and a number of boats are furnished Guantanamo Bay sailors by the station recreation department. Other station boats are occasionally available.

In the warm tropical waters of the Pacific and Atlantic at each end of the Canal Zone, and in the canals and lakes that form the "big ditch," are a variety of fish to delight any angler. Sailors fish regularly around Taboga Island, French Canal, Galido Point, Chagres River, Gatun spillway, Perlas Islands, Piena Beach (surf fishing), Flat Top Island, Fort Randolph and from the seaplane ramp at the Naval Air Station, Coco Solo.



HOOKED by sailor trolling on Guantanamo Bay, Cuba from small outboard, this 52-pound, 61-inch barracuda was boated after a reel-scorching fight.

Sailor anglers consider south of the Perlas Islands, (about 50 miles south of Panama City), the Chagres River in the locality of Coco Solo and Gatun spillway the best fishing grounds in the area. Most fishing done is either still fishing or trolling.



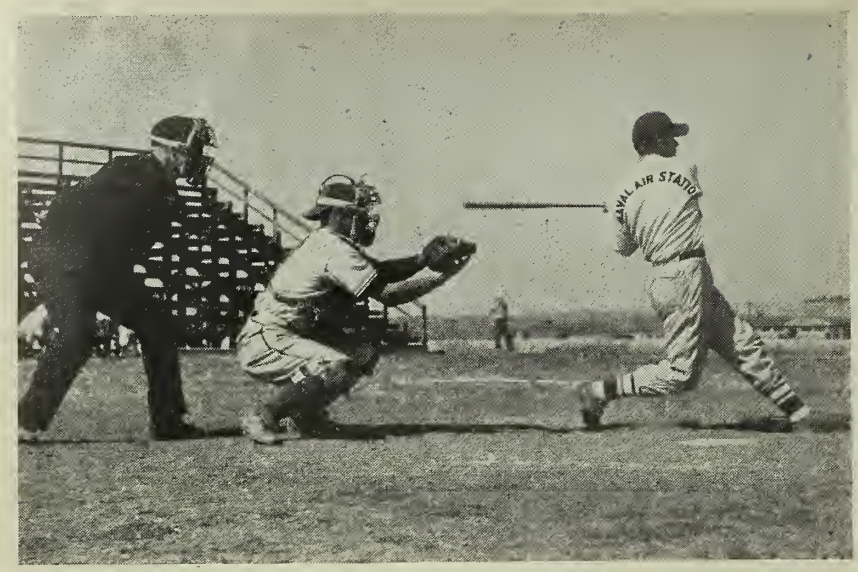
89-POUND TARPON was landed by sailor-fisherman after a 3-hour night battle on the Chagras River.

Fish most often hooked are jacks, spanish mackerel, cobia, marlin, sailfish, tarpon, grouper, snook, red snapper, amber jack and tuna. From April to August the Chagres River offers one of the best tarpon fishing grounds in the world. Last year an officer from the Naval Air Station pulled in a 114-pound tarpon after a night battle lasting nearly three hours.

Most of the big-game fishing in Panama is done from sea-going cruisers which cruise in the Pacific and Atlantic near the Canal Zone. However, there are many prize catches taken in the vicinity of the Naval Air Station. A record catch of a 51½-pound snook was made by a sailor in the Gatun spillway. A Navy captain stationed in the area landed a 100-pound tuna and an 85-pound amber jack, both local record catches.

Snappers and jacks can be landed easily fishing from the docks at the Air Station, and at the west bank of the Naval Station on the Pacific side. Various Navy recreation activities within the 15th Naval District encourage fishing by supplying gear, and boats are made available to fishing parties by several organizations. Many fishing clubs are in operation and have large sailor memberships.

In the cold, ice-fed streams of Alaska enthusiastic sailor trout fishermen go wild with joy. Probably no where in the world is there a greater variety, or quantity, of trout and sal-



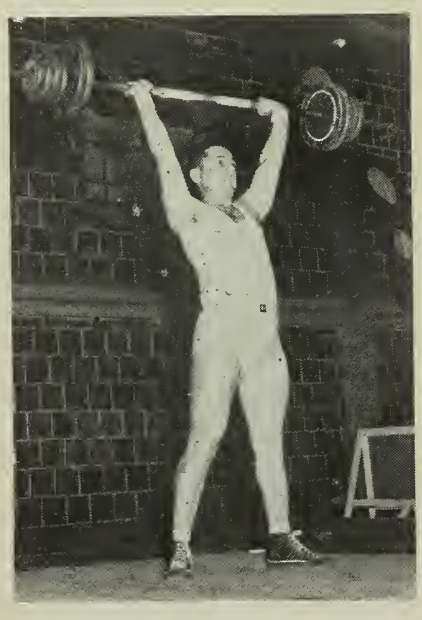
SLASHING OUT hit against ComAirPac, R. N. Notle, AA, of NAAS Miramar fights for a lost cause. ComAirPac smothered the Miramar team 17 to 8.

mon. Although fishing in Alaska is strictly regulated by law, there are plenty of the voracious, fighting trout to cast for.

Alaskan streams are well-stocked with Dolly Varden, cutthroat and rainbow trout. Other creeks and rivulets are brimming with arctic grayling, chinook salmon, silver salmon and a rare game fish called the shee, which is found only along the Bering Sea coast of Alaska. Huge king crabs can be caught easily.

Surrounding hundreds of islands in the Pacific — Hawaii, the Marianas, the Philippines — are countless varieties of fish of every shape, size and color pattern. All over the wide expanse of the Pacific sailors are spending off-duty hours catching fish that range from tuna and flying fish to spine-tingling battles with giant shark and 12-foot long, 1000-pounds whip rays, whose dangerous tail stinger can inflict death.

There are fish that can fly, fish that can crawl, fish that can walk, fish that can talk — and best of all, there are fish that can be caught. More sailors are finding a new source of fun in this fact every day.



MUSCLE ACT is put on by E. J. Wendling, Jr., YNCA, of NAS New Orleans during public benefit show.

Sharp Sharp-Shooter

Chief Gunner's Mate L. P. Yocum, USN, USS *Piedmont* (AD 17), bulls-eye-puncturing member of DesPac's pistol team, can now set his table with a complete silver service — if he can find a table large enough to hold it all.

As a member of the DesPac team participating in the second annual Desert Cavalca De International Pistol Tournament at Calexico, Calif., the sharp-shooting Chief led his team, which won three firsts, one second, one third and one fourth place in the six pistol matches they entered.

In additional to a chestful of medals, the chief won a silver bread tray, tea pot, creamer and sugar, coffee pot, compote, cigarette service and tray. The matches were fired under N.R.A. rules.

BuOrd Pistol Club Triumphs

The Bureau of Ordnance Pistol Club, Washington, D. C., concluded its third season of competition by winning first place among 32 entries in the National Gallery Pistol League championship matches.

The matches, held under National Rifle Association auspices, was won by the BuOrd team with a total of 1113 points, two points ahead of the runner-up Minneapolis, Minn., shooters and one point over the winning score of 1948.

Leonard M. Rizzolla, AF1, USN, of the BuOrd team posted a 288 for the highest individual score of the matches. The other three team members were CAPT Clarence E. Coffin, Jr., USN, Albert N. Beardslee of BuOrd, and CAPT Thurman E. Barrier, USMC.

The club also maintained its lead position in the local Washington, D. C., Gallery League, established as its first entry in the 1946-47 season. The Number 1 team members, in addition to those named above, included CDR John Burkhardt SC USN, LT Chester L. Coons, USN, CAPT Leonard T. Morse, USN, 1st Lieut Robert C. Nagel, USMCR, CDR Robert M.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Golf

Period 10-13 Aug 1949, MCRD, Parris Island, South Carolina



Swimming

Week of 21 Aug 1949 Navy Field, San Diego, Calif.



Softball

Week of 4 Sept 1949 Atlantic Coast



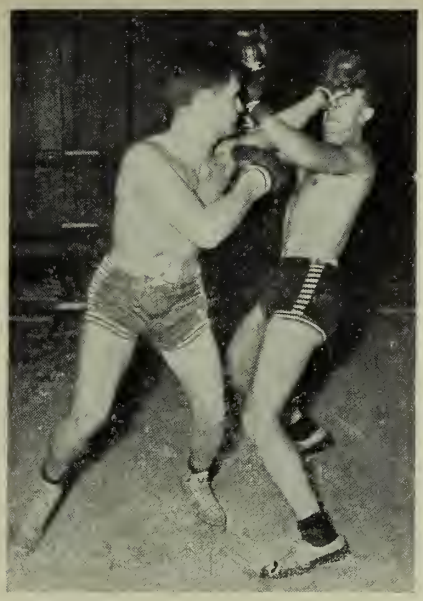
Baseball

Week of 11 Sept 1949 West Coast or Hawaii



Football

Saturday, 17 Dec 1949 Los Angeles Coliseum Los Angeles, Calif.



RHUBARB between E. J. Mozur, MM2, (left) and J. L. Duvall, SA, took place on uss *Kearsarge* (CV 33).

Pray, USN, and William R. Romaine of BuOrd.

CAPT John Quinn, USN, was coach of the National Pistol Matches team and Crawford R. Buell of BuOrd was the team captain.

Rogers Wins Athletic Trophy

The Destroyers Pacific Fleet Perpetual Athletic Trophy for 1948 has been awarded to the USS *Rogers* (DD 876) for the outstanding results achieved by the ship's teams during the past year of competition.

During ceremonies held on board *Rogers* at Tsingtao, China, the Athletics Excellency Cup was presented to bowling team captain, J. J. Maroda, BTC, USN, senior team captain on board, by RADM E. E. Herrmann, USN, then Commander Task Force 71.

Other team captains present were: M. R. McGahey, SN, USN, softball; H. L. Carter, RM2, USN, basketball, and H. S. Lay, GM1, USN, baseball.

Squadron Stars in Athletics

Personnel of squadron VR-2 at NAS, Alameda, Calif., not only maintain and fly the world's largest operating seaplanes, the several Mars, but have also established an enviable athletic record during the past year in West Coast competition.

Besides contributing outstanding players to the station's varsity "Hellcat" squad, the "Martians" come up with title-winning teams of their own in many sports.

Some of the championships won by VR-2 teams during the past year include NAS Golf Championship, Com 12 doubles bowling championship, Com 12 badminton and volleyball championships and the NAS doubles tennis championship.

In the Com 12 softball league recently completed, the "Martians" finished only four games behind the defending All-Navy Champions, Fleet Air Alameda, who won the league race.

Red Hot Righthander

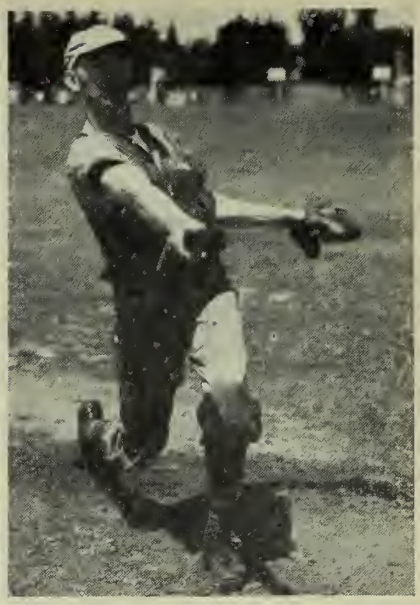
Robert "Iron Man" Biddle, AOC, USN — a tall, lanky righthander with an uncanny ability to throw softballs that cannot be hit — is one of the finest softball pitchers in the Navy.

Biddle has compiled an incredible record during the past three seasons of toiling on the mound for the Fleet Air Electronics Training Unit, Pacific. His three-year record: 68 wins, one loss.

So far this season Biddle has been better than ever. Not an opposing player has scored a run during 86 innings he has pitched thus far this year. Four of the 15 games he has hurled so far were no-hit, no-run affairs, and nine shutouts. Recently he went the route of a 16-inning game that was finally called on account of darkness, giving up only two hits.



GRINNING proudly, CWO M. W. Billing, holds Laucheimer Trophy he won for small arms excellence.



RED HOT Robert Biddle, AOC, has compiled incredible three season record stacking 68 wins, one loss.

Arctic Supply Expedition

The Navy's annual Arctic expedition to deliver supplies to the outpost at Point Barrow, Alaska, got under way from Seattle late last month.

Ships slated for the midsummer dash into the Arctic Ocean are the following: the attack transport USS *George Clymer* (APA 27), the attack cargo ships USS *Union* (AKA 106), USS *Seminole* (AKA 104), USS *Oberon* (AKA 14) and USS *Achernar* (AKA 53), the fleet tanker USS *Neches* (AO 47), the ice breaker USS *Burton Island* (AGB 1) and the LSTs 1110, 1123, 1126 and 1146. The ships left San Diego in mid-June to pick up cargo at Port Hueneme, Calif., San Francisco, Calif., and Seattle, Wash.

Approximately 45,000 tons of cargo will be delivered to northern Alaska, principally to support the personnel of Navy Petroleum Reserve No. 4 in its exploration. Reserve No. 4 consists of an area approximately 35,000 square miles in size lying within the Arctic Circle. Other U. S. government agencies will receive portions of the cargoes — including the Air Force, the Coast and Geodetic Survey, and Civil Aeronautics Administration, the Weather Bureau and the Office of Indian Affairs.

The Arctic Ocean in the vicinity of Point Barrow is always frozen over except for a short period in midsummer or late summer each year. During that period supply ships must

SIDELINE STRATEGY

Sports in the armed services are growing and spreading like a prolific family of shmoos.

Now limited to tennis (for the Leech Cup) and golf (for the Forrestal Trophy), Army-Navy-Air Force inter-service sports tournaments are likely to expand in the future to include such individual competitions as boxing and bowling and possibly some team sports such as basketball, baseball and others.

Backing comes from top-ranking naval and military officials, and civilian sports editors throughout the nation are enthusiastic about the possibilities of such a program.

Typical of this public reaction is an article in one of the nation's larger magazines: "With a good publicity build-up and the almost unlimited talent among 1.6 million servicemen, there is no reason why an annual Army-Navy-Air Force championship play-off could not become a major national athletic event."

The proposal for adding more sports to the competition was voiced in the last meeting of the Inter-Service Sports Council, a committee of Army, Navy and Air Force officers headed by Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel.

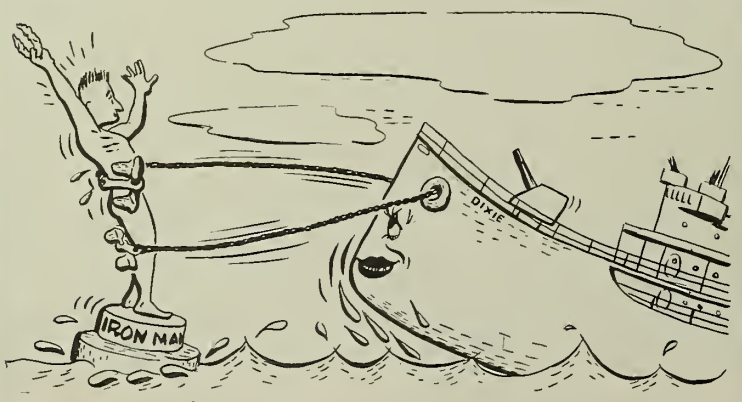
★ ★ ★

At the Inter-Service Golf Tournament at the Maxwell Field, Ala., Air Force Base, elevation of the service-wide sports events to national prominence will get its first kick-off. Secretary of the Air Force W. Stuart Symington will head the list of service and civilian notables who expect to attend. Extensive press and radio coverage is planned.

Said Admiral Sprague: "Inter-Service sports are designed to encourage and maintain the physical fitness of all personnel of the Armed Forces through a policy of 'sports for all.' We hope that by this high level competition not only will the morale of the individual be raised, but also all personnel will be motivated into participating in the sports program throughout the services."

★ ★ ★

The "Iron Man" — cherished pre-war trophy denoting athletic supremacy of the Fleet — is back in the news. For the first time since 1940 the beautiful three-foot trophy will get the name of a new winner engraved on its base. Placed in competition last year between ships of the Pacific Fleet on a new "point system" of evaluating athletic prowess, USS *Dixie* (AD 14) steamed through rough opposition to mass the high score. The award was presented to *Dixie* on 1 July 1949, to have and to hold during the 12-month period beginning on that date. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.



hurry in, unload their cargoes and get clear of the danger area. This summer's expedition plans to complete the entire task in one week's time by working around the clock by the light of the midnight sun.

While the larger ships unload at Point Barrow, the ice breaker *Burton Island* and two LSTs will travel 300 miles farther to the eastward. Moving along the north coast of Alaska, they will arrive at McClure Island and Barter Island. There they will deliver supplies for the Air Force and the Coast and Geodetic Survey.

Throughout the operation, planes will fly observers over the floating ice fields to watch changing conditions. The ships will be prepared to leave the area on short notice should moving ice masses emperil them.

A considerable number of Naval Reservists are making the trip as part of their training duty.

The supplies will be landed amphibious style, directly onto the beaches. It will be moved across the tundra to storage areas by Marine-manned LVTs — amphibious tractors. If necessary, an underwater demolition team will clear the beach of ice.

Black Ship Festival

Several Navy personnel were among honored guests at the third post-war Black Ship Festival held at Shimoda, Japan, 30 Apr 1949, to observe the 96th anniversary of Commodore Perry's first visit to the Japanese Islands.

The town of Shimoda inaugurated the festival in 1934 as an annual fair to commemorate the "opening of the port of Shimoda" and for "the furtherance of good and cordial relations between the U.S.A. and Japan."

Held each April from 1934 to 1940, the ceremonies were forced to suspend in 1941 by the military element of the Japanese government but were resumed again at Shimoda in July of 1947.

Highlights of the festival included Shimoda folk dances, Oshima diver dances, a fancy dress parade and a luncheon served to American and Japanese guests at noon.

Climaxing activities was an excursion to the Gyokusenji Temple where Townsend Harris established the first American Consulate in Japan in 1856 and a visit to the Ryosenji Temple where Commodore Perry concluded the Shimoda Treaty with the Japanese Empire.

Let's Take a Look at the Records

Information Supplied by Navy Has Helped Government Save Several Million Dollars

How can I collect a bill the Navy has owed me—and neglected to pay—since 1942?

Can you tell me how many hours were flown in wartime by my squadron, now decommissioned?

Since the Navy took an X-ray in 1942 of my injury, how about helping me settle this disability claim?

These are only a few of the two million questions which yearly find their way to the Navy's five Records Management Centers where the answers are found in documents and papers on file for that specific purpose.

The highly important, but definitely unglamorous, task of keeping 1,000,000 cubic feet of records of all naval activities falls to five Records Management Centers located in Arlington, Va., Garden City, N.Y., Naval Supply Depot, Mechanicsburg, Pa., NavSta New Orleans, La., and San Bruno, Calif.

Data supplied at the centers have amounted to a savings of several millions of dollars to the government.

When a former civilian employee of the wartime naval hospital on Treasure Island, Calif., filed a belated claim for retirement pay, the center at San Bruno, Calif., quickly found records of the long disbanded hospital unit, verified the claim, and allowed the civilian to recover his retirement pay—all 56 cents of it.

Record management is a relatively new business and an administrative technique that has been encouraged by the Navy. Prominent research economists think it will be particularly useful to private business.

The program was started by the Navy in 1941 with one center at Baltimore, Md., later moved to Arlington, Va. It quickly became evident that one such activity could not handle the tremendous amount of work involved and other centers came into being.

An additional one was established in Philadelphia, Pa., in 1943 and moved to its present Mechanicsburg, Pa., location early in 1946.

In June of 1944 another was set up at Los Angeles, Calif., and after the war in 1946 it was moved to its present location at San Bruno, Calif. Two others were established in 1945 at Garden City, N.Y., and New Orleans, La., to bring the total to five Record Management Centers handling Navy files.

Sometimes the contents are more than paper — suitcases, typewriters, binoculars, sets of silver, mimeograph machines and many personal effects. By the close of World War II the centers were receiving all kinds of things sent to them for disposal by men on remote islands who had received orders back to the U.S.

Each center serves a certain geographical area but all service personnel records are kept at the Garden City, N.Y. center while all civilian personnel records go to the Mechanicsburg, Pa. center.

The Garden City establishment has files on every man serving in the Navy since 1885. These records alone total over five million "jackets." Prior to that year no records were kept on enlisted personnel. When a man signed up prior to 1885 he was put on board a ship and the only record of him was the one the ship's paymaster kept of his wages.

The huge store of files and records keep mounting at the rate of over 8,000 cubic feet a month.

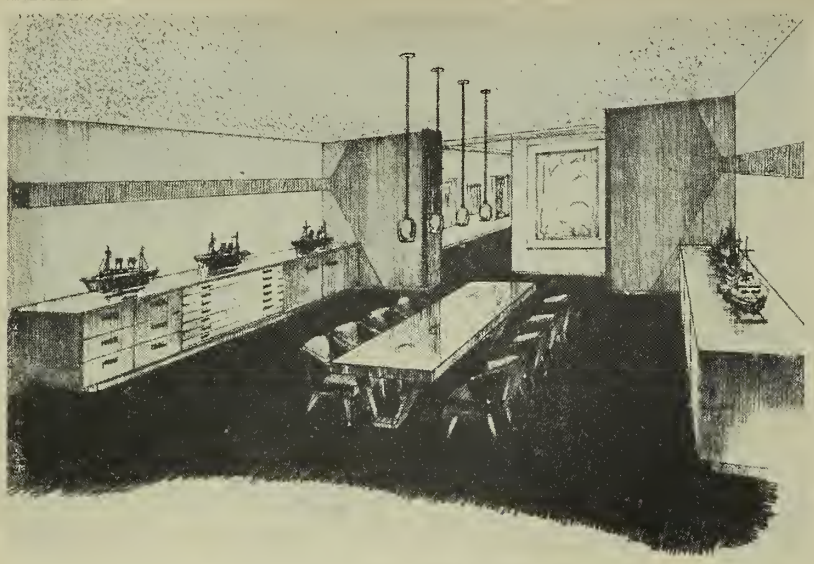
Much of the data can be destroyed when authorized disposal periods have been reached but a lot of it also becomes permanently-held information. Still other articles become part of the historical records of the nation and go to the National Archives in Washington, D.C., for preservation.

Of the two million inquiries received yearly, a majority regard enlisted personnel, and one-half of all questions come from the Veterans Administration.

One letter, from a sheepherder in Hastings, Neb., who was renting grazing land from the Navy on the



MILES OF FILES—One million cubic feet of records of naval activities are kept at five Records Management Offices.



ARCHITECT'S drawings of the remodeled carriage house show modern simplicity of design employed in the library (above) and museum (below).

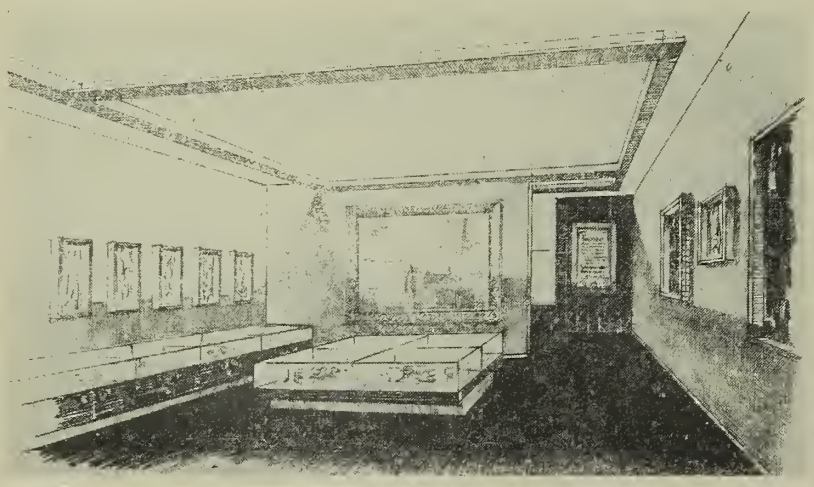
Naval Museum Will Open in 1950

The new Truxtun-Decatur Naval Museum in Washington, D. C., is scheduled to open its doors for the first time early in 1950. The museum, sponsored by the Naval Historical Foundation, will be devoted not only to naval history but also to the history of foreign trade, merchant shipping, yachting and to exhibitions of naval arts and crafts of the present.

The setting of the museum is particularly appropriate. Located at 1610 H Street, N.W., Washington, D. C., it will be housed in the converted carriage house of the residence of Commodore Stephen Decatur, now known as "Decatur House," on Lafayette Square near the White House.

Exhibitions will be changed several times each year so that the entire museum will contain new material for each show. The Foundation's collections of paintings, prints, and manuscripts will furnish material for these shows augmented by loans from other museum and private collections.

Membership in the Naval Historical Foundation is open to all interested persons and may be had in any one of three classes: Active, at five dollars annually; Sustaining, at 10 dollars annually; and Fellows, at 50 dollars annually. Applications should be addressed to the Secretary, Captain A. D. Turnbull, USNR, Naval Historical Foundation, 1224 Navy Department, Washington 25, D. C.



unused portion of its ammunition dump in that area, was addressed to the "Bureau of Yards and Flocks".

When the Philadelphia center was in operation, a young lady, noticing the sign saying "U.S. Naval Records Management Center", walked in and inquired politely if she might purchase a couple of Bing Crosby's latest releases.

Occasionally a business firm's bookkeeper "discovers" an unpaid bill and promptly duns a naval activity for payment. If the claim involves inactive files stored at one of the centers, a call or letter can produce the file in an hour, or at the longest, a day.

One recovery did take two days however. A ship from a South American nation arrived to take over an old destroyer of the U.S. inactive fleet. The visiting ship's mascot was a monkey that eluded his keepers and scurried into the records center at New Orleans, La.

It took two days of chasing in-and-out-and-over rows of filing cabinets before he was returned to his keepers.

Of all the claims researched in the past, few of them involve sums of over fifty dollars. Many of the requests are from former American POW's who want assistance in recovering personal effects buried on some remote island at the time of their capture.

In these cases whenever possible, the cache is dug up by Army and Navy personnel on duty in the area and the "treasures", if recovered, are forwarded to the owners.

From all the variety of research tasks the centers are called upon to do, the most personally satisfying is the personal effects of some casualty at the request of his family.

In conducting a search of this nature, the center at San Bruno, Calif., once traced a unit to a small Pacific island. There was nothing in the records to show that the unit had left the island so an officer was dispatched from Guam to investigate. He found where the unit's headquarters had been on the island and began looking around.

On the second floor of the headquarters building he found the deceased man's personal effects — and also two rows of filing cabinets filled with orders in triplicate. When the war had ended the unit had headed home, obviously in a hurry, and had left the contents of the files to the mosquitos and the lonely wind.

Supply in Reserve

HUNGRY sailors ate 7,500,000,000 meals – not counting snacks, chocolate malts and ice cream sodas –during World War II.

Of meat alone they consumed more than 400,000 tons at Navy messes ashore and afloat.

Bluejackets and officers wore out over 20,000,000 pairs of shoes in the years of fighting against the Axis, enough shoes to form an unbroken string of leather from San Francisco to Australia.

More than 192,000,000 pounds of wool, woven into cloth, was procured by the Navy for uniforms during the period July, 1940 to December, 1945.

The men whose jobs it is to feed the Navy, as well as to clothe it, keep it in cigarettes, disburse pay checks, issue tools and spare parts that keep the ships moving and the planes flying are the officers and assigned enlisted personnel of the Navy's service agency, the Supply Corps. Enlisted men are not in the Supply Corps itself, but are associated with supply and disbursing duties.

At the height of World War II there were approximately 24,000 Supply Corps officers on active duty and upwards of a quarter of a million enlisted men in the service and supply program—storekeepers, disbursing clerks, ship's servicemen, and cook and baker commissarymen.

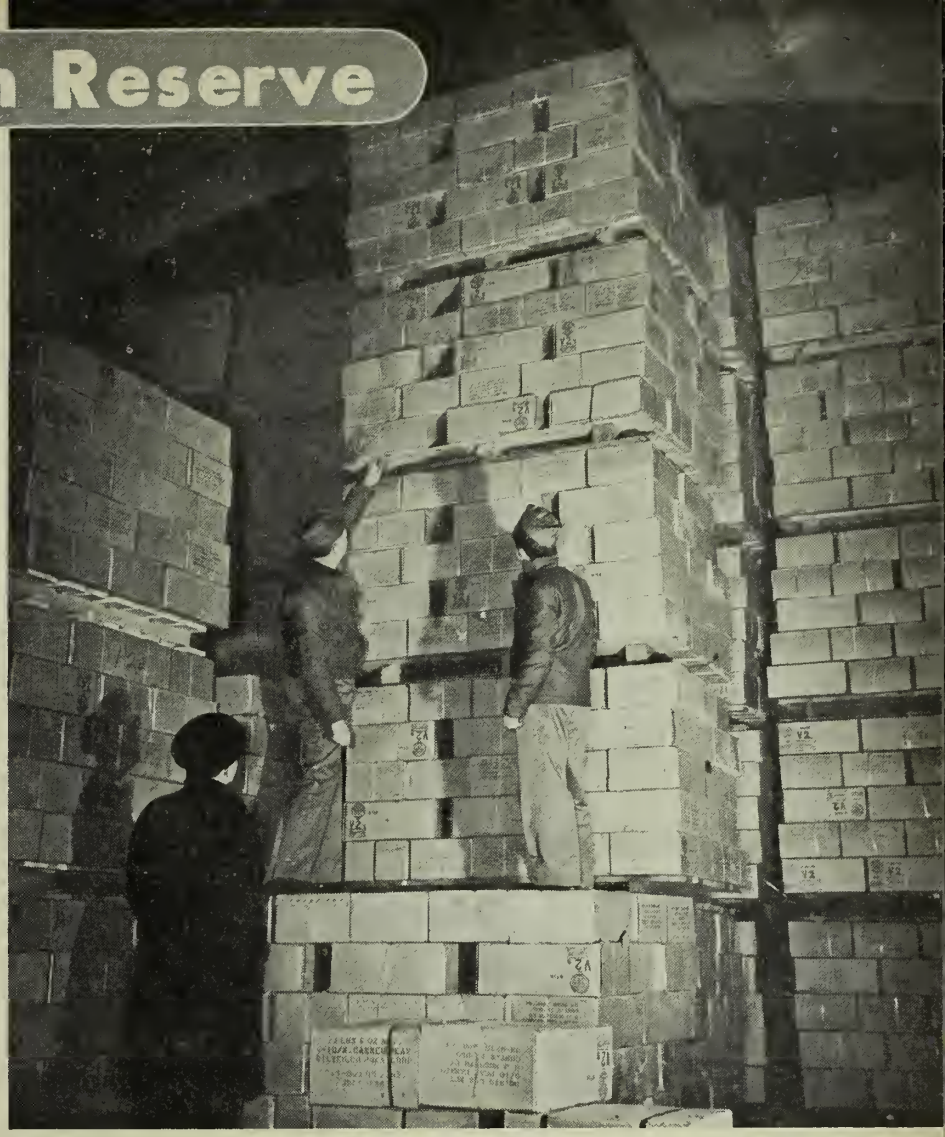
The vast proportion of these personnel are back in civilian life as purchasing agents and salesmen, in accounting offices, shipping agencies, manufacturing and retail fields, restaurants and banks.

Today on active duty there are only about 3,300 Supply Corps officers and a proportionately small fraction of rated personnel.

But in the Naval Reserve a vast program is geared to keep the supply and service personnel in training, through a four-part plan:

• An Organized Reserve component of 9,990 enlisted men in a weekly drilling status, and 1,200 Supply Corps officers Reservists to instruct them and perform logistic support functions.

• A recently activated Cargo Handling Component, also in the Organized Reserve consisting of 420 officers and 3,600 enlisted men.



MOUNTAINS of vital materials must be procured, moved and distributed under the leadership of the Supply Corps in the event of a future emergency.

• The Volunteer Supply Corps Reserve, now totaling 82 units, with an enrollment of 3,500 officers meeting twice monthly.

• To provide training for Reservists at home, correspondence courses are available for officers, and rate training manuals for enlisted men are being prepared. "Traveling schools" and two-week annual training courses for officers and men, as funds permit, complete the program.

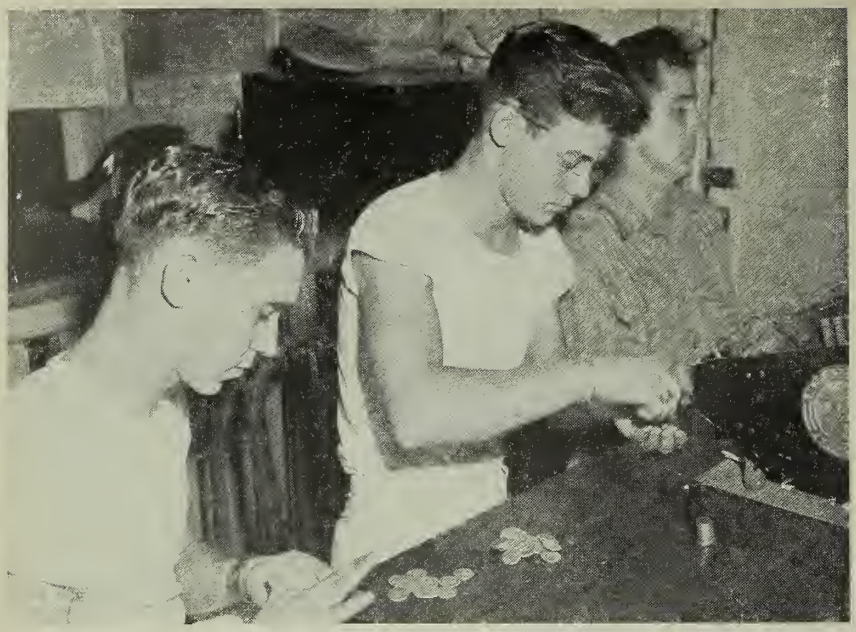
Logistic support of the armed forces is the vital job of Supply Corps. It plays a leading role not only in procuring and issuing war materials, but also serves to increase the individual bluejacket's comfort and maintain his morale.

Take for example the wartime performance of one floating outpost of the Supply Corps in the Pacific, uss *Luna* (AKS7). In her 18 months of war history, *Luna*, a General Stores Issue ship, served 1,121 vessels, filling a total of 53,301 requisitions for aircraft carriers, battleships, transports, cruisers, auxiliaries and amphibious craft.

From this single ship fleet personnel bought 10,000,000 packs of cigarettes (12,000,000 candy bars, 150,000 undershirts, 80,000 pairs of shoes, 400,000 packages of razor blades.

Luna issued, among other items, 300,000 gallons of paint and 1,500,000 pounds of soap.

Following invasion of the Philippines, she filled 8,617 requisitions for 337 ships at Leyte—in less than one month. Just before the Iwo Jima campaign she made her quickest discharge, servicing 49 ships for the in-



BANKERS of the fleet are the disbursing clerks. Reserve drill units train men in this and other aspects of the expanding Supply Corps field.

vasion and filling 5,000 requisitions.

But functioning as a mail order house is only part of the job. It calls for purchasing, accounting, inventory control, shipping and planning. It involves mechanized stock control, storage and preservation, supply engineering, disbursing and travel pay, and industrial mobilization.

Here's how Reservists maintain their efficiency in the constantly growing and ever changing jobs in these fields.

Enlisted Reservists in the organized drilling units keep up with their rates by two methods. They may be assigned individually to units for administrative purposes, performing actual supply and disbursing work, handling clothing requisition and pay rolls, etc. Or they are assigned to certain divisions in groups of 25 or 30 for classroom training, if their unit has been designated to train supply or commissary rates.

Cooks and bakers join organized units on a "dummy drill" basis, also assigned in large rate-training groups.



COMPLEXITY of the Supply Corps' major problem — logistic support of the armed forces, necessitates the maintenance of a highly trained Reserve.

Textbook of the commissarymen is the revised "Cook Book of the U.S. Navy", a 430-page volume containing information on vitamins, balanced meals, dehydrated and frozen foods, and menus for everything from apple pandowdy to Yorkshire pudding.

In an entirely different Supply Corps field, 60 cargo handling companies are now being trained under the sponsorship of BuSandA, along with two marine terminal groups, to operate as functional components of advanced base organizations in periods of mobilization.

Under World War II conditions, cargo handling operations suffered because different activities were responsible for stevedoring, ship handling of cargoes, beaching, trucking and unloading at supply dumps.

Now the commander of a cargo handling unit has direct control of the cargo until it reaches the custody of the officer-in-charge of the supply dump, except for the period while the cargo is actually in transit from the ship to the beach.

The 4,000 members of the Reserve cargo handling units will receive extensive training in all phases of dock work, rigging, ship loading and unloading, and stowage. Classroom and shop work is provided, with members training on working models.

Guide for the cargo handlers is a special handbook containing full information on all the operations involved in handling cargoes, such as the rigging and operation of booms and winches, maintenance of lines, warehousing and storage.

Officers with SC (Cargo Handling) classifications are eligible in addition to enlisted veterans and non-veteran personnel, both rated and non-rated.

In the 82 units of the Volunteer Supply Corps Reserve, the training material consists of a series of different programs, each complete in itself, developed around the "basic industries that serve the Navy."

The meetings consist of lectures and films, with reading material in the form of attractive illustrated brochures on such subjects as wool textiles, steel manufacture, oil production, aluminum, paper-making, meat-packing, rubber, railroad, plastics and leather.

What connection does rubber have with the Navy—or leather—and where does the Supply Corps officer come in?

These courses on basic industries

not only cut across the Reservist's civilian employment but his Navy job as well.

Take steel. After being purchased by the Navy (a Supply Corps job) each steel rod must be marked for tensile strength and alloy content, which the supply officer must be able to recognize. He is also responsible for inspecting, cataloguing, storing, shipping and issuing individual items of steel.

Rubber is another important item to the Navy. USS *Missouri* (BB63) for example, contains over 150,000 pounds of rubber. The weight of rubber in a fighter plane equals more than that of the pilot.

The Volunteer Reserve series, now covering semi-finished products such as leather, will continue into the field of finished products, such as shoes. The significance of the procurement of shoes can be appreciated by the fact that each year the average Navy man uses approximately two and one-half pairs of low black shoes, three-fourths of a pair of general purpose shoes, and half a pair of field shoes. Multiply this by the number of men in the naval service in a period of mobilization and you're likely to get a procurement headache.

Membership goal in the drilling units of the Volunteer Reserve is 17,500 — the total number of Reserve Supply Corps officers now on inactive duty. But many Reservists do not have the time to become members of units. For this reason a program has been set up for home study and periodic training of both enlisted and officer personnel.

Bringing the mountain to Mohammed, the Supply Corps has set up a "traveling school" to provide training to those Reserve officers who live too far away to participate in the regular refresher course given by the Navy Supply Corps Schools at Bayonne, N.J.

Going on the road nationally, the traveling school went into operation last March. The itinerant teaching program has the assets of economy for the Navy and convenience for personnel desiring training. The course, lasting for two weeks and providing active duty pay, is the same as that given at the SC school.

The first circuit made by the "traveling school" included Philadelphia, Norfolk, New Orleans, San Diego, San Francisco, Seattle and Chicago.

Naval Schools for enlisted personnel provide two weeks' annual training classes at Bayonne, N.J. and San Diego, Calif., for second and third class men and strikers in the ratings of commissaryman, disbursing clerk and storekeeper. In addition the Supply Corps conducts classes for stewards and ship's servicemen (laundrymen) at the Bayonne, N.J., naval schools.



MATERIALS HANDLING and packaging — important elements in Supply Corps work, are included among variety of 2 week courses offered Reserves.

The variety and type of two-week courses provided for the annual training of Reserve officers suggests the scope of the Supply Corps and its complexity:

Economic Mobilization—Designed to give officers serving in the Navy's business arm training in the elements of economic mobilization, including economic intelligence, technological progress, finance and supply systems of the armed forces, and economic potential of foreign nations. (At Navy SC School, Bayonne, N.J.)

Management—Set up for relatively senior officers training for management billets at large supply activities; covers principles of personnel administration and management, National



CLOTHING, small stores, ice cream or cigarettes, in peace and in war, the Supply Corps works to increase the bluejacket's comfort and morale.



DANCES are held regularly in White Hat Club's air-cooled ballroom. The modernistic stage is large enough to accommodate a 15-piece orchestra.

White Hat Club Is Tough to Top

Immediately after passing through the main gate at NAS Alameda, Calif., one sees on the right a large white concrete building which houses the station's famous White Hat Club. The club is so new and unusual that almost every passer-by stops for a look-see before passing on his way.

The entrance consists of large plate glass doors. Just inside, there is a two-way entrance to the main floor. At that point there is a curving built-in floral display, backgrounded by a mass of evergreen plants rising along the wall of walnut-stained "combed" plywood.

Green carpeting covers the entrance floor, and on the walls there are a number of oil paintings. Beneath the paintings are located pea-green and rose-colored love seats. Adjoining the seats are large, elaborate table lamps which have been described as works of art.

The main room of the club is 60 by 90 feet in size, with a stage at one end and a refreshment counter at the other. On one wall of the room are hung three large murals constructed of manila line — rope, to the land-lubber. These unique illustrations depict two sailors and a young lady, each in a jaunty pose. The compartment is equipped with modern indirect-lighting fixtures.

The stage is large enough to accommodate a 15-piece orchestra. The refreshment bar at the opposite end is set off by pleasantly-flowered wall paper. Directly above it hangs a drapery which extends completely across the room, falling in even ruffles from the ceiling, 20 feet above.

Located in a subordinate wing of the building is the reading and writing room. This is spacious also, and has unusual 90-degree couches in all four corners. Writing desks are located at equal intervals, with small unique table lamps included.

The ladies' powder room is in keeping with the rest of club in regard to modern and luxurious styling. Mirrors have been installed all the way around the four walls. In addition, the back wall carries large mirror-framed paintings. Where visible, the walls are papered in a foliage design. Above, the room is covered with a false ceiling of white lattice. Underfoot is a carpet of a soft green color.

The White Hat Club, considered the best in the Navy by its patrons, was only a plan back in the early part of 1948. The naval air station's CO, executive officer and recreation officer constituted the original planning committee. Funds were obtained from the station recreation fund, plus additional assistance from the CPO club and the old Enlisted Club and Locker Club. The three original officers were relieved by three others, but the work went on — with results satisfactory to all. — D. Burnett Mauldin, AM2, USN.

Security Act of 1947; provides field trips. (At Navy SC School, Bayonne, N.J. and NSC, Oakland, Calif.)

Stock Control—Provides training in inventory, stock control procedures, use of tabulating machines, aspects of supply replenishment, and the Navy distribution system. (At NSC, Norfolk, Va.)

Subsistence—Covers dietetics, food technology, including purchasing preparation and service of food, menu planning; lectures and laboratory work. (At Food and Container Institute of the Armed Forces, Chicago, Ill.)

Ship's Stores and Ship's Service Stores—Covers organization, administration, operation, procurement, merchandising for commissary and ship's stores. (At Navy Ship's Store Office, Brooklyn, N.Y.)

Packaging and Materials Handling—Provides instruction in the latest developments in packaging, preservation and the handling of materials, in both the Navy and civilian industry. (At Naval Station, New Orleans, La.; Wright-Patterson Air Force Base, Dayton, Ohio; and Third Naval District Headquarters, New York, N.Y.)

Cargo Handling—Instruction in the factors of cargo handling, including physics of ship loading, pre-planning cargo, loading, stowage, pier and water front labor operations. (At Naval Cargo Handling School, NSC Oakland, Calif.)

Petroleum — Specialist from the Navy and civilian oil companies provide coordinated training in general management and distribution, tank operations, the technical end of the petroleum industry, and terminal and pipeline operations. (At New York, N.Y., and Point Molate, Calif.)

Fuel Operation — Offers practical training in the operation of a fuel plant on a model two-acre tank farm built specifically for training. (At Naval Fuel Annex, Point Molate, Calif.)

The broad training program of the Supply Corps Reserve for both officers and assigned enlisted personnel is developing the nucleus of an important service component in the event of a period of mobilization.

To help established volunteer units in new localities, BuSandA has a Supply Corps Program officer on active duty in every naval district. Information on billets in the Organized Reserve may be obtained at recruiting offices and Naval Reserve Training Centers or from district commandants.

Strong Navy Is Vital to Our Security

(Editor's note — Of major importance in regard to inter-service relationships, a policy speech by Secretary of Defense Louis Johnson outlined his views for officers graduating from the National War College at Fort Lesley J. McNair, Washington, D. C. The entire speech follows.)

WHEN the United States declared — first in the Truman Doctrine, then in the Marshall Plan, thereafter in the Atlantic Pact — that it would not, and indeed could not, abide the conquest of Western Europe, this government for the first time joined its economic, political, and military power in a barricade against aggression by treachery or by force.

Thus in company with free nations we have labored diligently to immunize them against the economic paralysis that invites political conquest. And by identifying the security interests of the United States with the integrity of free peoples, we have forewarned any aggressor that he cannot trespass upon Western Europe without also trampling upon our toes.

With the produce of our farms and the substance of our cities, we have resisted the communist virus that feeds on economic despair, the conspiracy that prowls in political chaos. We have challenged the strategy of intimidation.

In linking our security interests to those of the Atlantic community, we have lessened the likelihood of resort to armed defense against aggression. For where an aggressor is forewarned that his lawlessness must reckon with the judgment of the American people, he will not lightly challenge the combined resources of our free world.

On the other hand, this diminished possibility of armed aggression does not nullify — or even reduce — the need for powerful military forces in the United States. Rather it multiplies the long-term importance of ready combat forces in the Army, the Navy, the Air Force. And it magnifies the need for superior personnel, modern equipment, and continuing weapon research.

For only if American armed strength stands constantly on the political horizon, can we hope to derive maximum value from our armed forces as a long-term deterrent to war. And only so long as constancy in American military policy reassures free peoples that our moral persuasions in behalf of peace are backed by military muscle, can we expect to hold the free world's front against armed intimidation.

This long-term requirement for American armed strength is not an admission that war is inevitable. Nor is it a denial of United Nations as a forum for negotiation. Instead, long-range military readiness is dictated by Soviet Russia's intransigent opposition to peaceful relationships with the free world.

We have no recourse but to provide for our self-preservation just so long as the attitudes of Soviet Russia are animated by concepts which assert:

— that sovereign and independent governments cannot live peaceably as neighbors;

— that peoples who do not concede the supremacy of the collectivist state are enemies of human progress;

— that collaboration cannot serve the interests of both the communist and non-communist worlds.

While our free world lies within the shadow of a power addicted to these incorrigible myths — a power hostile to its world environment, conspiratorial in its international conduct, despotic in its internal affairs — we have no choice but to maintain for an indeterminate part of our lifetimes military strength as a deterrent to armed aggression.

As a result the military has become a major factor in the fiscal life of our nation. It must continue in each successive Federal budget to compete for tax revenues with measures dedicated to the health, progress, and social welfare of the American people. Planes, ships, and tanks cannot be purchased on pay-as-you-go plan without substantial impact on our economy. This is part of the price we pay for self-preservation — part of the cost we must bear for the freedom we prize.

Because of the weighty tax burden we represent to the American people, we in the armed forces must exert ourselves to provide honest value for the dollars we spend. The alternative to efficient and unified management of our armed forces is sacrifice by the American people of a share of their standard of living for waste, duplication, and competition among the services themselves.

Eight Carriers Modernized

"Modernization" of two more *Essex* class carriers to permit launching of heavy, long-range P2V2 Neptunes has received an okay from the Secretary of Defense.

The project includes strengthening of flight decks, increasing load capacities of catapults and elevators, and installing escalators to the hangar deck for personnel use. Cost of the program, to be undertaken in the 1950 fiscal year, will come to $80,000,000.

Undesignated as yet, the two modernized carriers will join five others with similar fittings already installed. USS *Essex* and uss *Wasp* are in the process of conversion now, and three others — *Franklin D. Roosevelt, Midway* and *Coral Sea* — have had similar alterations. In addition, uss *Oriskany,* now building at New York naval shipyard for completion in June 1950, will have the new features.

The eight carriers will be able to launch planes of the type which holds the world's distance record of 11,236 miles as set by a P2V named the ""Truculent Turtle" in 1946. Tests indicate the P2V2 can carry a bomb load of about 10,000 pounds.

The memorandum from the Secretary of Defense stated that following review of a decision from the Joint Chiefs of Staff and a meeting with the War Council for the purpose of discussing the conversion proposal, the President had been consulted.

"You are hereby advised," the memo stated, "that the President has given his approval to my decision on the matter — which is that the Navy go forward with the necessary arrangements looking to the submission to Congress of budget requests for the modernization of two additional carriers of the *Essex* class, as proposed by the Chief of Naval Operations."



CONTROL of vital sea areas is duty of Navy in war. 'The Navy air arm is a critical weapon in modern sea warfare.'

This, I submit, they cannot afford in the years that lie ahead.

Prior to enactment of the National Security Act of 1947, each of the armed services was responsible for but a functional share of the nation's defense. That there was inadequate correlation and some duplication was to be expected.

Today, responsibility for the nation's armed security has been joined with authority in the National Military Establishment.

And it is here, under the roof of this Establishment, that the military chiefs of all three services — as members of the Joint Chiefs of Staff — have been invested with indivisible responsibility for the nation's security — a responsibility greatly in excess of that devolving upon them as ranking officers of their respective forces.

Thus in determining the forces that can be supported with funds available to the National Military Establishment, the Joint Chiefs incur responsibility not only for the combat competence of their separate services. But more important — individually and jointly — they become accountable for the sum total armed defense of the United States. For it is upon the considered military judgment of the Joint Chiefs of Staff that the Secretary of Defense must rely for guidance.

It can no longer be claimed that each service is entitled to exclusive judgment and autonomous control of the funds allocated for its role. Since the Joint Chiefs are mutually responsible for the nation's whole defense, it is their duty to consider the major decisions of any service.

To those who contend that each service must be the sole arbiter of its own needs, I would reply that this nation can no longer tolerate the autonomous conduct of any single service. The unaudited conduct of its affairs by any single service is an open invitation to spendthrift defense. And the waste of our resources in spendthrift defense is an invitation to disaster.

The problem of resolving conflicts within the armed forces is not a simple task of knocking heads together. Its complexities extend into the intricate and technical operations of highly specialized endeavors. With the exception of a few unregenerate warriors of the old-school tie, the separate services have searched diligently to resolve their differences. These differences exist not so much in the acrimonious criticism of one service by another as they do in honest disagreement among earnest men formidably equipped with expert opinion. These men have been done a sad disservice by critics who ascribe to them service loyalties in excess of their duty to country.

Despite the severely contested service disagreements that have handicapped the work of our Establishment, there exists today a readiness and defense potential superior to that of any previous period in our nation's peacetime history. Joint planners of the three services have fashioned strategic plans for the nation's defense far advanced beyond those of any previous peacetime year. I can truthfully report to you, Mr. President, and to the American people that their defenses have never been in as competent and promising a condition. Let these accomplishments be a monument to my predecessor — Jim Forrestal.

It has become our task to speed this unification of the armed forces into a military establishment that will not impair their separate capabilities — but one that will enlarge their constant opportunities for development. By freeing them from the burden of dispersal and duplication in effort, the National Military Establishment can help the several services better to concentrate on their primary roles, missions, and functions.

These tasks were defined first at Key West and thereafter at Newport where the Joint Chiefs of Staff met to delineate their service responsibilities in the united defense of the nation.

Those agreements exist today as a charter for the guidance of each service in its long-range planning. It is a charter sufficiently stable in its definition of roles, missions, and functions to curb uncertainty in our armed forces. At the same time it is a charter so flexible that it can be modified to acknowledge significant changes in world conditions or revolutionary developments in science and research.

As Secretary of Defense, I subscribe to that military charter of service roles and missions. I gladly defer to the professional military knowledge of our Joint Chiefs of Staff, and I shall not knowingly repudiate their judgment unless convinced their views are in conflict with other considerations beyond their province. For to exercise civilian control of our military institutions is not to abrogate military command but to guide it conscientiously in accord with the economic and political policies of this nation.

There exists in our present strategic concept of national defense an essential and honorable role for each of the armed forces. For security is a cooperative venture to be gained with cooperative effort by the Army,

the Navy, and Air Force. It is not a competitive enterprise where one service can profit at the expense of another. It admits of neither preeminence nor first emphasis. To provide effectively for security, the National Military Establishment must adjudge impartially the representations of our armed forces in weighing the priorities of their needs.

The cancellation of construction plans for a naval supercarrier has been twisted into a charge of persecution against the Navy. Some partisans of that service have exaggerated this action and have represented it as part of a conspiracy either to sink the Navy's air arm or to reduce the Navy to a second-class role.

In their campaign of terror against further unification of the armed forces, they have roused false issues without the substance of truth.

With the extension of American commitments overseas — both in Europe and in the Pacific — a strong Navy is absolutely vital to the security of the United States. Because the naval air arm is a critical weapon in modern sea warfare, we could no more deny the fleet its carrier aircraft than we could deny ships their radar.

That we may put an end to this charge of conspiracy, let me assure you that I am convinced of our continuing need for carrier aircraft.

At the same time I reaffirm the birthright of the United States Marine Corps and its air arm. The Marine Corps' role in the future is guaranteed not by sympathy for its historical tradition but by the proven necessity for equipping fleets with assault forces for the seizure or defense of naval bases essential to the conduct of naval campaigns.

It will be the duty of the Navy by prompt and sustained combat operations at sea to control vital sea areas, to deny ocean highways to an enemy, to guarantee the uninterrupted flow of vital strategic and war materials to ourselves and our allies, to transport overseas Army and Air Forces.

Air warfare has passed through a period of adolescence to find maturity in a new concept of strategic air bombardment. Thus the threat of instant retaliation through an air offensive has become one of the greatest deterrents to war today.

Strategic air bombing has been chartered by the Joint Chiefs of Staff as the primary mission of the Air Force.

At the same time, the Air Force is held responsible for air defense of the United States. And it is enjoined to provide tactical air support for the Army and for the Navy when required in sea actions.

Tactical air support has become especially crucial to land operations of the Army. For today no army can operate effectively in the field until tactical air operations are coupled with the maneuver of infantry and tanks on the ground.

Even in the combined employment of air, naval, and ground arms — modern war presents a problem of priority and sequence in mounting an offensive against the aggressor's forces and the sources of his strength. In the event of war, the United States has no choice but to join the conflict with an attack of increasing violence, growing intensity, and widening global dimensions.

Since Hiroshima, to a great extent, the fortunes of air power have been linked to the fortunes of the atom bomb. For while the atom bomb may eventually admit of alternative delivery through pilotless rockets or submarines, the strategic bomber today derives its enormous security value from its prospective ability to deliver the bomb on distant land-mass targets.

The long-term American advantage in atomic warfare lies not in exclusive possession of the atom bomb but in the quantity of its bomb production and in the speed and accuracy with which we might deliver these bombs on enemy objectives.

For within a few short years we may witness the end of this era of atomic secrecy — an era whose end will be signalled by the explosion of some other nation's bomb. From that day on, our advantage in strategic bombing will rest not in monopoly possession of the atom bomb but in our superior stockpile, our production capacity, and in the effectiveness and quantity of aircraft required to deliver those bombs.

While the atom bomb has greatly multiplied the destructive force of air power, its effect upon war strategy and the length of war has not yet been completely explored. Certainly the atom bomb is not the absolute weapon. But neither is it just another piece of ordnance which has modified only slightly the strategy of war. The great significance of the atom bomb lies in the destructive and denial power that may be carried in a single aircraft.

Though air power has given promise of a speedier end to conflict, it has not supplanted the soldier who must finally defeat the enemy land forces. For ultimately war between nations is reduced to one man defending his land while another attempts to invade it.

Unlike the Air Force with its bombers on the ready line, unlike the Navy with its ships at sea, the Army must devote a greater share of its strength to nourish a later war potential rather than a large-scale force for instant combat. Nevertheless, it is essential to the security of this nation, vital to the conduct of war that the Army have a mobile striking force, combat trained and available for urgent dispatch anywhere in the world.

Because the United States could not — without grave distress to the civilized world — abandon Western Europe to enemy occupation with the later promise of liberation, our long-term strategy — in the event of war — must rest in the containment and thereafter in the defeat of an aggressor's land-army strength. To live in preparation for so onerous a wartime task, the Army must plan



SUPERIOR submarine types in modern fleets have made essential development of improved ASW techniques.



Super-Healthy Mice Mean Healthier Navy

Among the many unusual things the Navy owns, there exist a few thousand healthy mice. These mice are undoubtedly the healthiest in the entire world. As a matter of fact, they probably never have been exposed to a germ in their lives.

Birthplace and childhood home of all these germ-free rodents is the Oak Knoll Naval Hospital, Oakland, Calif. The hospital furnishes approximately 4,000 of them each month to the University of California at Berkeley. There they take part in research conducted under auspices of the Office of Naval Research — and often become very germy indeed.

Today's research program at UC had its beginning in a World War II project that the Navy conducted at the University. This was a study of bacteriological warfare. At its completion many of the same scientists swung into a study of means for controlling epidemics. ONR provides funds and personnel.

The UC laboratory goes to great lengths to keep germ-free mice germ free until such time as it is expedient to have them become germ-laden. Then it goes to great lengths to keep the laboratory personnel from becoming germ-laden too. The dangerous organisms are turned loose only in airtight chambers. A partial vacuum is maintained in these chambers so that air will pass into them — not out of them — should a leak occur. Cages are surrounded with ultra-violet rays so that germs will be killed if they do escape.

To protect the public, all air leaving the laboratory is strained through ultra-violet rays and white-hot fire bricks.

As many "shady" human characters have done through the history of man, the mice often become quite colorful after losing their youthful purity. Scientists stain them with various colors to show which mouse has been exposed to which virus.

The UC scientists state that theirs is the first instance of having bacteria, animals, equipment, techniques, environments and procedures all standardized. It all adds up to a healthier Navy and healthier country, although most of the super-healthy mice become indisposed in the process.



for the rapid mobilization of its mechanized manpower. And it must compensate for our numerical disadvantage both by the destructiveness of its firepower and the mobility of its maneuver.

The postwar military strength of Eurasia has been centered in a landmass, land-oriented power. To prevent this power from spilling over the borders of free nations, we have made it our policy to help those free peoples maintain their free nations, we have made it our policy to help those free peoples maintain their integrity and independence. By pledging our resources to their aid, we have identified our security with the security of a free and stable world. We have declared that freedom when threatened anywhere is freedom threatened everywhere. For it is the intent of the American people that we prevent war by constructing such formidable barriers to the likelihood of success in war that no aggressor will chance the adventure.

Thus the primary test of our American military institution lies in its ability to exist indefinitely in peacetime as a forcible deterrent to war without militarizing the nation or bankrupting it in the ordeal. This we have sought to do by enlisting the resources of science. For in the increased destructiveness of new weapons lies our most promising prospect of achieving adequate defense without dislocation of our economy and waste of personnel in the non-productive pursuits of war.

You gentlemen who graduate this day from the National War College have studied our security problems not from the abridged viewpoint of the service whose uniform you wear but from the wider range of our national interests. For this institution has fused into a unified concept of national security the most advanced thought of the Army, the Navy, the Air Force and the civilian agencies of our Federal government.

More than weapons national defense is essentially a business of people. In the last analysis the security of this nation rests upon the wisdom, the judgment, the integrity, and the professional ability of people like you. If you will lift up your eyes to contemplate the monumental tasks which you as officers of the National Military Establishment share in this nation's defense, and that of our allies, I am confident the American people can vest their good faith in you.

LETTERS TO THE EDITOR

Gold 'Hashmark' Argument

SIR: Can you help clear up an argument? Here is the case — Joe Blow has 12 years continuous service in the Regular Navy. First year conduct 4.0, second year conduct 4.0, third year conduct 2.5 and the rest of his 12 years conduct marks are 4.0. He was awarded three conduct medals for the last nine years and has 12 years consecutive service, so I say he rates gold hashmarks. I maintain that the reason the Uniform Regs on gold hashmarks were written as they are is to include those men who were formerly Reserves and transferred to the USN thereby keeping continuous active service, USNR and USN combined. Am I correct? — H.T.E. — USN.

• *Yes, Joe Blow would rate gold "hashmarks." Your interpretation of the 12-year rule is essentially correct, although the actual reason for its inclusion in the regulations is not known.* — ED.

Concerning GCT Retest

SIR: If I ship over in the Navy can I have permission to receive a retest of my general classification score. I have spent considerable time studying since I last took the test and I feel that I could do better now. — M.L.V., BM3, USN.

• *Permission to have a retest on GCT is a matter for the Chief of Naval Personnel to decide. However, a retest is probably not the most appropriate answer to your problem.*

Like the other three tests of the basic test battery, the general classification test is designed to give an equal opportunity to all enlisted men to show their ability to think efficiently. The test is a measure of aptitude for learning, not an index of past achievement. It, therefore, requires no more training than the average person receives in grammar school. Retest records show that scores on GCT do not increase appreciably with further training. In fact, experiment has demonstrated that successive scores on an examination of this type are likely to decrease as a person becomes older. Thus, it may actually be unfair to an individual to retest him periodically with an aptitude test rather than with a measure of achievement. The latter type of examination is provided by the tests for advancement in rate. In view of the above considerations, permission for retest on the basic test battery is usually refused as being unlikely to benefit the individual requesting the retest. — ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington, D. C.

A Pretty Wave's Face

SIR: That's a mighty pretty Wave whose face is cut in half on your April front cover. What I'd like to see is a full size portrait of the same gal.—R.R., SKSN, USN.



Pretty Wave

• *Here she is, the pretty Wave with the bisected physiognomy,* ALL HANDS *congratulates you on your sharp eyes and your excellent judgment of pulchritude. But don't write in for her name and address. We don't have that information and if we did we wouldn't be foolish enough to pass it around.*—ED.

Advancement After Reenlistment

SIR: I enlisted 20 Nov 1940, advanced to the rating of chief commissary steward and was discharged in that rating 30 Nov 1946. I reenlisted 13 Oct 1943 as a seaman. I was told that I might be able to reinstate myself as CS1 or CS2. Is this so?—E. L. T., SN, USN.

• *No, inasmuch as you reenlisted under broken service, you were properly enlisted in pay grade 5. You are eligible for progressive advancement to pay grades as are all other personnel in the Navy.*—ED.

Lighter-than-Air Duty

SIR: (1) Are there any openings in lighter-than-air duty for seamen and are there any special requirements?

(2) How can a seaman get that kind of duty?—R. N. Y., SA, USN.

• *(1) There are a limited number of both sea and shore duty billets for SAs in LTA activities. There are no special requirements.*

(2) If a man desiring that duty is now on shore or desires a shore duty billet, he should submit a request via official channels to the Chief of Naval Personnel (Attn: Pers-630A), Navy Department, Washington 25, D. C. If he is now on sea duty and desires a sea duty billet, he should submit an official request to his fleet commander.—ED.

Ribbons and Service Stripes

SIR: (1) I entered the Navy 7 June 1942. I served on board USS *Pinkney* (APH2) from December 1942 to 7 June 1945. My time aboard *Pinkney* was spent in the Pacific. Could you tell me what campaign ribbons I'm entitled to?

(2) When I enlisted in the Navy I was 17 years old, and signed up for a minority cruise. Am I eligible for a hashmark? I was 22 years old when discharged.—T. C., BMC2, USNR.

• *(1) Personnel serving aboard* USS *Pinkney during the period you mention are eligible for the Asiatic-Pacific Campaign Medal with four stars. No NUC or PUC is included.*

(2) Naval personnel who have completed minority cruises are permitted to wear hashmarks. They are the only persons entitled to wear hashmarks for a period of less than four years.—ED.

Straight Stuff on Fleet Reserve

SIR: Scuttlebutt has it that requests for transfer to the Fleet Reserve may be submitted as much as a year ahead of time and that a man transferring to the Fleet Reserve may request duty in his home naval district for his last six months of active duty. Is it just scuttlebutt or straight stuff? — J.F.S., TMC, USN.

• *That is "straight stuff."* — ED.

Date Shore Duty Starts

SIR: I have a question that I think you can answer for me. It concerns the wording of a circular letter on shore duty assignments. The letter says that the date of a man's *reporting* to a shore activity is the date he commences that tour of shore duty. My question is this: Is an intermediate reporting to an activity within the continental U. S. construed as the date when a tour of shore duty begins, or is the date of reporting to the ultimate destination and duty the date on which the tour of shore duty begins?—D. B. H. Jr., EMC, USN.

• *The date of commencement of shore duty is the date of reporting to any shore activity in continental U. S. Thus, an intermediate reporting to a naval activity with CLUSA would establish the date when shore duty commenced unless some sea duty is served between the intermediate reporting and the final reporting to the place of duty. The authority for this information is BuPers Circ. Ltr. 101-48 (AS&SL, January–June 1949). Paragraphs 1 (c) and 1 (d), part 1, are especially pertinent.*—ED.

Advancement to Warrant Grade

SIR: I would like some information as to the Bureau's plans regarding competitive examinations of qualified CPOs for appointment to the permanent grade of warrant officer. Does the Bureau contemplate holding such examinations in the near future? — E.C.K., USN.

• *The subject of advancement to warrant grade is receiving much thought in the Bureau of Naval Personnel. Unfortunately, the subject is complicated by several unpredictable factors. In addition, the Bureau is in the process of developing means of evaluating candidates for limited duty and warrant status. Until this project is completed and some of the uncertainties resolved, it is considered that any additional announcements regarding advancement to warrant grade would be unwise.* — ED.

Duty for Which Trained

SIR: I am a graduate of a Class "A" fire control school. Recently I was transfered to the gunnery department of the ordnance division because there is an excess of fire control strikers aboard this ship. Is there something I could do to get back into fire control aboard this ship or get transfered to a ship that does need fire control strikers?—R. E. O., USN.

• *Paragraph 9, BuPers Circ. Ltr. 153-48 (NDB, 15 Aug 1949) states: "Restrictions imposed on the removal of identifying rate symbols are necessary in order to prevent diversion of qualified strikers to other duties because of local shortages or excesses in certain ratings, and to insure that personnel are utilized in duties for which they have received special training. Care should be taken by distribution commands and commanding officers to insure that strikers are not assigned to vessels or activities where they cannot be utilized in duties of the rating for which trained."*

It is suggested that you discuss your case with your personnel officer and bring the above quotation to his attention.—ED.

PN and YN Training Manuals

SIR: Is BuPers going to publish separate training courses for PN and YN so that men desiring to advance in these ratings will have applicable manuals to study? — N.R.O., YN2, USN.

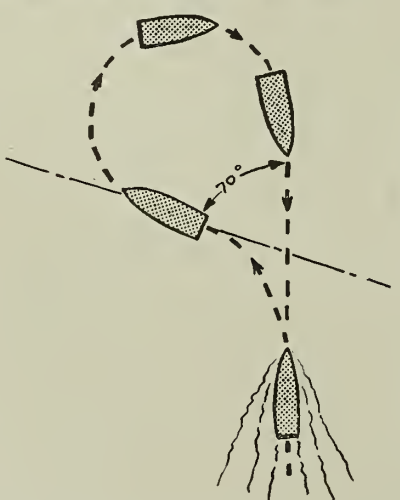
• *It is the policy of the Bureau of Naval Personnel to have a Navy Training Course for every rate and rating. At present there are training manuals available for all YN rates. Manuals for the PN rates are now under preparation. BuPers will announce the date they will be available.* — ED.

Williamson Turn Facilitates Rescue of Personnel Who Fall Overboard

SIR: Can you tell me how the "Williamson" got into the term "Williamson Turn" now used in recovering a man overboard? I find no reference in any publication and although many men have heard and used the term, no one seems to know how "Williamson" became connected with it. — LTJG A. G. H., USN.

• *The Williamson Turn was originated by Lieutenant John A. Williamson, a member of the staff at Submarine Chaser Training Center, Miami, Fla., in 1942.*

The turn is a tactic which ensures turning a ship through 180 degrees and heading her back through her own wake. Its purpose is to facilitate recovery of personnel who might have fallen overboard. The procedure is this: If a man fell overboard on the port side, the helm would be thrown over to turn the ship to port—thus eliminating the possibility of catching the man in the screws. The helm would be held at "left standard" until the ship was approaching a heading of 70 degrees relative to its original course, then the order of right standard rudder ("Shift your rudder!") would be given, and the ship would, at the 70-degree relative mark, start to the right. The ship would be steadied up on the reciprocal of the original course. If carried out



correctly, the ship would pass back down its own original wake.

Naturally, if a man fell overboard on the starboard side, the same procedure starting to the right would be followed.

In this connection it might be worthy of mention that Lieutenant Williamson later became executive officer and sonar officer of the destroyer escort USS England, which sank six submarines in less than two weeks in May 1944. For his part in the sinkings, he received the Legion of Merit.—ED.

The Word on Reserve Medal

SIR: What's the scoop on the Reservist Ribbon? Who's eligible? How long does one have to be in the Organized Reserve? — R.W.T., YNT3, USNR.

• *The Naval Reserve Medal may be awarded by the Chief of Naval Personnel to any officer or enlisted man of the Naval Reserve who completes, or has completed, 10 years honorable service in the Naval Reserve, Naval Reserve Force, National Naval Volunteers, or federally recognized Naval Militia in an active-duty or inactive-duty status; and for each additional 10 years of such honorable service a bronze star may be worn on the ribbon. In time of war or national emergency, members of the Naval Reserve shall not become eligible for award of a Naval Reserve Medal until they report for active duty.* — ED.

Ordered to Travel by Air

SIR: I would appreciate it if you would settle a local difference of opinion by answering the following questions: Under what circumstances may a general service (non aviation rating) enlisted man be ordered to travel by air against his wishes. What are the references inolved?—J. B. W. W., SKC, USN.

• *It is presumed that you are making reference to regular and frequent participation in flights.*

All persons in the Navy are required to obey readily and strictly, and to execute promptly, the lawful orders of their superiors.

It is a long settled rule of judicial construction that Navy Regulations issued by the Secretary of the Navy with the approval of the President, in conformity with section 1547 of the Revised Statutes (34 U.S.C.A. 591), are valid and have the force of law when they are not inconsistent with the statute under which they are issued by the Secretary of the Navy.

The office of the Judge Advocate General has reasoned that "any person in the naval service refusing to take passage in aircraft when ordered by his commanding officer to do so would be guilty of violating the lawful order of his superior officer and could be punished accordingly."

In view of the foregoing, and in the absence of any law or regulation prohibiting the issuance of orders to naval personnel which would require them to participate in aerial flight as crew members, it is the opinion of JAG that such orders, issued by competent authority, constitute lawful orders, the disobedience of which would make the offender subject to appropriate disciplinary action.

In view of this it would seem obvious that no enlisted man can refuse to participate in aerial flights, on a permanent or temporary basis. However, if given orders to duty involving flying on a regular and frequent basis then extra compensation is involved.—ED.

Fate of Duluth

SIR: Could you tell me what happened to USS *Duluth* (CL 87)?—A.F.S., Pfc, USMC.

• *Duluth was ordered to the Pacific Reserve Fleet, San Francisco, Calif., on 25 Feb 1949. Prior to this date, the vessel was in the active Pacific Fleet as assigned in March 1946.* — ED.

Questions on Disa and Data

SIR: (1) I am on a minority cruise in the Navy, having enlisted 3 Oct 1945 until 14 Aug 1949. I extended the minority cruise for a period of one year from the original date of enlistment so I would have two years obligated service for shore duty purposes. Is it possible before my extension takes effect on 15 Aug 1949 to cancel it and reenlist for three years?

(2) On completion of my minority cruise I will have served three years, 10 months and 13 days with no loss of time. The BuSandA Manual states that reenlistment allowance shall be made at $50 per year for full years only. Is there any provision whereby I can collect for the 10 months service? There is no way I can complete four full years, and if I continuously reenlisted I could never make it up either. The manual states that a Regular Navy man can be discharged 90 days prior to expiration of his enlistment and collect for a full year—why can't this be done for minority cruises which expire three months short of a full year, as many of them do?

(3) When will the new course book for disbursing clerks be distributed to the field?

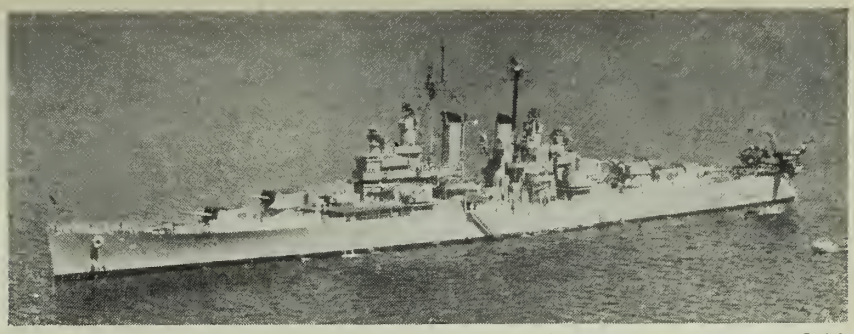
(4) Was USS *Brush* (DD 745) the first ship to enter Tokyo Bay?—T. J. D.

• *(1) If, as you state, your enlistment will have expired on 14 Aug 1949 (a Sunday) you may be discharged and reenlisted on Friday and Saturday, respectively, under the provisions of Article C-10317 BuPers Manual for any authorized period of enlistment but not less than the term of the extension agreement. The extension agreement shall then be cancelled as of the date of reenlistment. See Article C-1406 (9) (c) BuPers Manual.*

(2) There is no provision of law which would authorize credit of the fractional part of the last year of a minority enlistment as a full year for purposes of crediting reenlistment allowance.

(3) The date is not as yet known. The BuPers Training Bulletin will carry an announcement when the book is ready for distribution.

(4) No. USS Revenge, *fleet minesweeper, led the way for allied fleets entering Tokyo Bay on 27 Aug 1945.* Brush *was among the destroyers in the group.*—ED.



USS Duluth (CL 87) — Ordered to Pacific Reserve Fleet, she is now in San Francisco, Calif.

Rotation Tour Date

SIR: I enlisted in the Navy on 12 July 1946. On 8 Oct 1946, I was transferred, at the completion of recruit training, to Aviation Fundamentals School, Jacksonville, Fla. I was again transferred 9 Jan 1947 to NATTC Memphis, Tenn., for 16 weeks temporary duty under instruction in Naval School (AM) Class "A." On 16 May 1947, I reported to NAS Corpus Christi, Texas, for duty. What is my rotation tour date and is my recruit training included in my normal tour of shore duty?—R. T. N., PN3, USN.

• *You have been eligible for transfer to sea since 12 July 1948, as having completed a normal tour of shore duty (see Part II, BuPers Circ. Ltr. 101-48, AS&SL, January-June 1949). In your particular case, as you have not had any sea duty, recruit training is included in your tour of shore duty.*—ED.

Paid to Nearest Lower Dollar

SIR: What is the Navy's policy regarding payday? Are you supposed to draw pay to the nearest dollar or nearest five dollars? — H.L.S., YN2, USN.

• *Pay of naval personnel is computed to the nearest lower dollar except in cases where pay records are closed out, in which cases, the total amount due is paid in dollars and cents. Current regulations prescribe that issues of money will be made only in such sums and at such times as directed by the commanding officer in writing.*—ED.

Last Word on Precedence

SIR: Your answer to the letter on the top inboard corner of page 27 in the May 1949 issue of ALL HANDS indicates that a BMCA with a date of appointment to pay grade 1A of 1 July 1942 would be senior to a MMCA whose date of appointment to pay grade 1A was 1 July 1940.

May I quote the second sentence of subparagraph (1) of the article to which you referred in the BuPers Manual? That sentence reads: "In the cases of personnel in pay grades 1 and 1A the determining date of precedence is that of the advancement to pay grade 1A." Your move, Ed.—C. S. F., YN1, USN.

• *Nope, it's still your move. You overlooked the* first *sentence of your reference (BuPers Manual,1948, Art. C-2102, subparagraph 1), and quoted the second sentence only. The whole paragraph reads:*

"Enlisted personnel take precedence among themselves according to rates or ratings, pay grades within ratings, and date of advancement to pay grade held. In the cases of personnel in pay grades 1 and1A the determining date of precedence is that of the advancement to pay grade 1A."

For an example of what is meant by the second sentence, see ALL HANDS, July 1949, p. 25. See subparagraph (4) of Art. C-2102, BuPers Manual, for the military and command precedence of ratings.—ED.

Ship Reunions

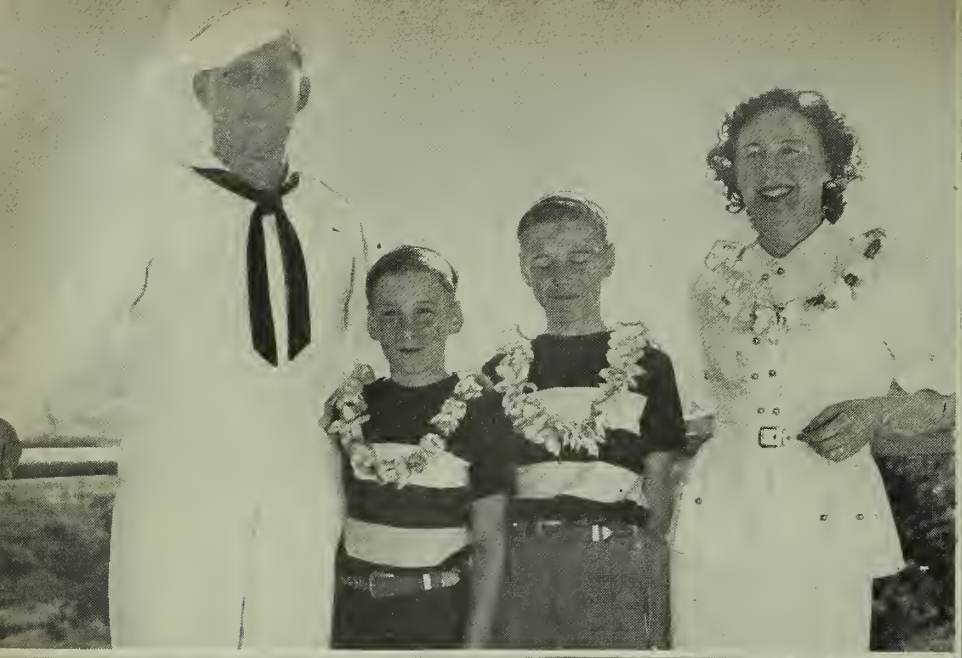
News of ship reunions and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS *Kidd* (DD 661): A reunion of all personnel who have served in this ship will be held in New York City, N.Y., on 6-7 Aug 1949. Write Anthony Valenza, 236 E. 96th St., New York City, N.Y. Any shipmate who has not received his membership card in the USS *Kidd* Association may obtain one by writing Harold Monning, Association Secretary, 310 E. Eighth St., Kewanee, Ill.

• *Rouen Naval Port Party, France:* Annual reunion of all Army, Navy and Coast Guard personnel who participated under the command of Commander E. B. Morris to be held 28 Aug 1949 at Jones Beach, Long Island, N. Y. Write Martin Gen, 129 Bragaw Ave., Newark, 8, N. J.

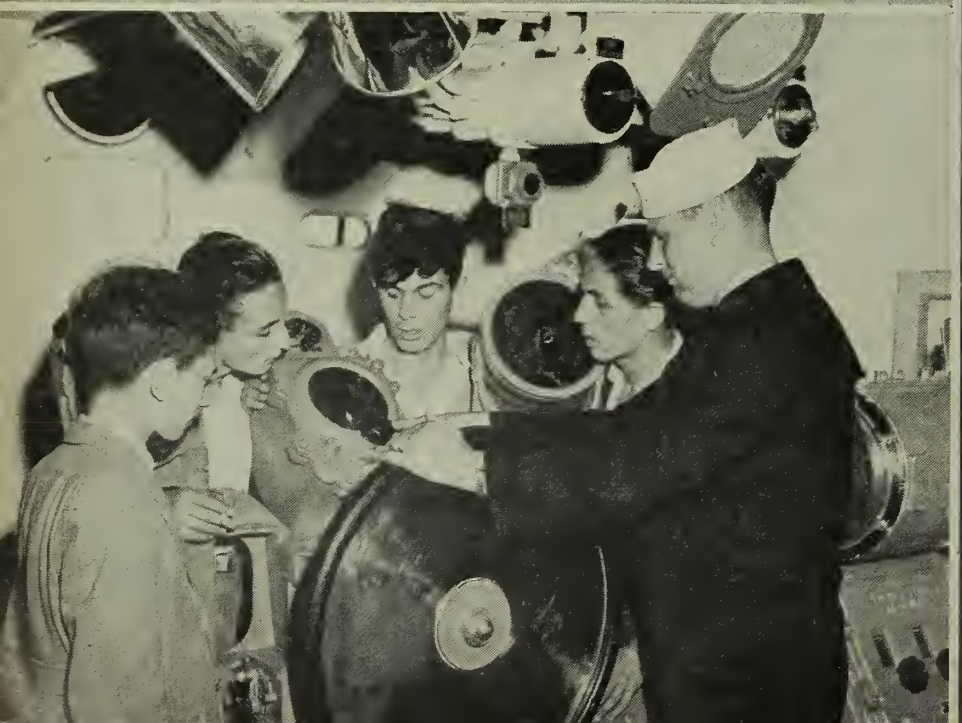
• *302nd Construction Battalion:* Second annual reunion to be held 19, 20 and 21 Aug 1949 at Hotel New Yorker, New York City, N. Y. Write Harry W. Price, Jr., 135 West Third Street, Lewistown, Pa.

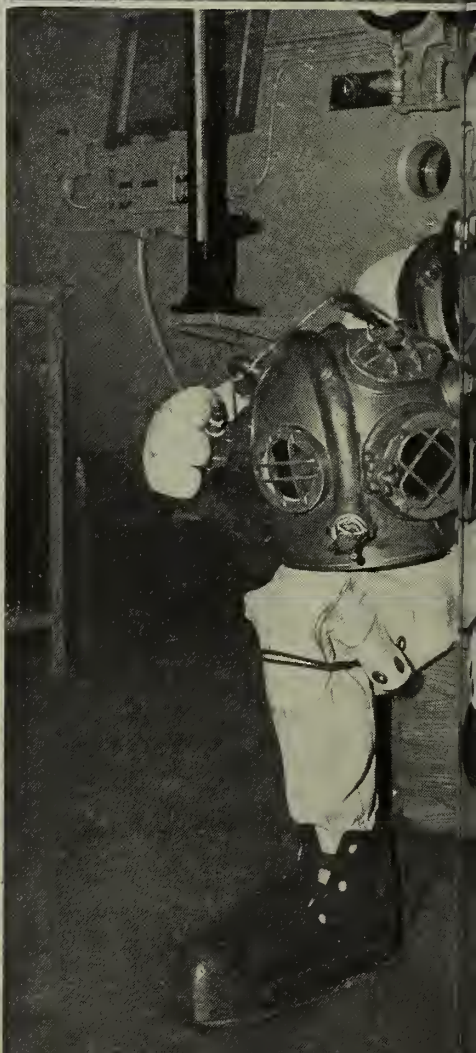
• *571 Seabees:* Third annual reunion to be held 13 and 14 Aug 1949 in Detroit, Mich. Write John H. Neumann, 1915 South 16th Street, Omaha 9, Neb.











TODAY'S NAVY





2 Navy Air Transport Squadrons Fly Record Loads into Berlin Via Airlift

Through fog, rain, sleet and air traffic as heavy as the avalanche of Sunday cars on the Pennsylvania Turnpike, two Navy air transport squadrons — VR-6 and VR-8 — have been steadily winging record loads of food and fuel into Berlin since last November.

Despite the fact the land blockade has been lifted and supplies are moving overland again into the beleaguered city, the famed Berlin Airlift — "Operation Vittles" — continues. Navy and Air Force planes are still pouring supplies into the German capitol via the air lanes.

Five months after the Air Force began the mammoth task of supplying Berlin by air (in June 1948) it asked the Navy to provide two squadrons of four-engine planes to assist in hauling supplies over the corridor. The Navy moved fast. Squadron VR-6 gathered its men, tools and spare parts and hastily took off from Guam for cooler climates. Squadron VR-8 bade a hurried aloha to Honolulu. Several days later the 24 R5Ds of the two squadrons landed in the mud of Rhein Main airfield, located in the northwest sector of Germany near Frankfort am-Main. The next day their flour and coal laden planes were struggling off the ground, headed for Berlin. For the next few months practically all flying was done by instrument and most landings were "talked in" by GCA.

To boost the tonnage of supplies hauled into the German Capitol, an "efficiency rating" system was set up. Figures were established for what was considered 100 per cent efficiency, based on hours of flying time, load carried, etc. The 15 Navy and Air Force squadrons raced each other to gain top efficiency ratings.

The first month after it joined the airlift red-hot Navy VR-8 squadron climbed into the top slot with an efficiency rating of over 100 per cent. Once on top it stayed there, showing the highest monthly efficiency of any squadron in the airlift from December through May. VR-6 was not far behind, placing second several months in succession.

Top squadrons in efficiency for the crucial December to April period:

• *Dec:* 1st — VR-8 USN, efficiency rating: 120.2 per cent; 2nd — 15 TC USAF, 97.3 per cent; 3rd — TC USAF, 90.9 per cent; 4th — VR-6

← The Navy in Pictures

PERCHED PRETTILY on raft, SGT Charlotte Foltze occupies the attention of other Reservists in Fifth Marine Corps Battalion following their combat swimming class (above right). Top left: T. L. Anderson, PN1, greets his wife and sons on their arrival in Pearl Harbor aboard uss *General Breckinridge*. Center left: Navy *Constellation*, modified for electronic experimentation, passes its initial flight tests. Lower left: Italian children visit USS Juneau in Cagliari, Sardinia. Lower right: Clyde M. Prickett, GM1, established a new open sea deep diving record of 500 feet during diver training operations in Panama Bay.

YESTERDAY'S NAVY

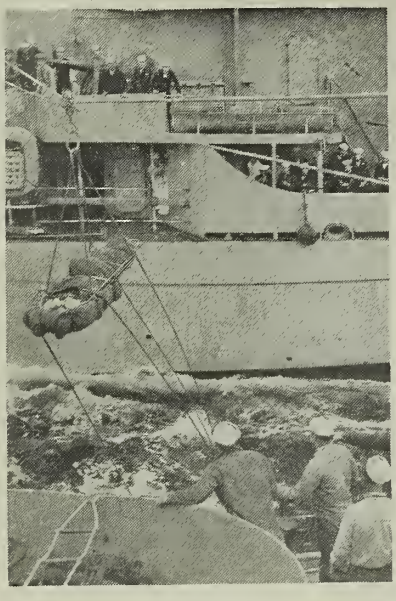


Wasp torpedoed 15 Sept 1942 covering reinforcements for Guadalcanal. A Revolution in sub salvage instituted after sinking of S-51 on 26 Sept 1925. Schooner Hanna "Mother" of Navy made first run on 5 Sept 1775.

SEPTEMBER 1949

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

Emergency Operation Proves That Navy Takes Care of Its Own

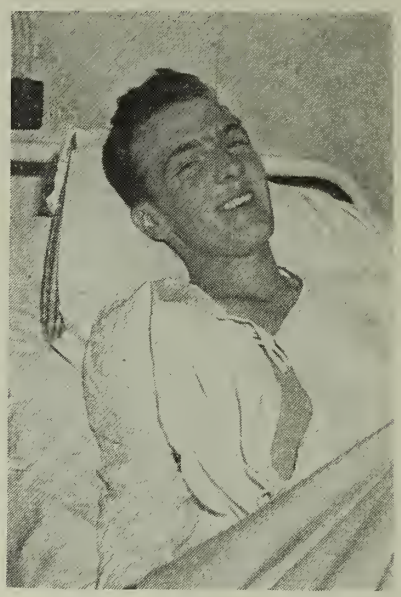


When a sailor's stricken on land or at sea, the Navy takes care of him — but fast.

Aboard USS *Thomas E. Fraser* (DM 24) Lester T. O'Brien, SA, USN, suffered an acute attack of appendicitis. Bundled in blankets and strapped to a stretcher, O'Brien was transferred quickly via the "highline" to USS *Missouri* while underway in the North Atlantic (*see at left*).

He was brought aboard *Missouri* at 1730. Waiting hospitalmen carried him to sickbay where he was prepared for the operation. Simultaneously, blood tests were being run to confirm the diagnosis.

At 1920, less than two hours after he was brought aboard, Seaman Apprentice O'Brien was resting comfortably in a bed in the Mighty Mo's sickbay ward (*see at right*).



USN, 87.5 per cent.

• *Jan:* 1st — VR-8 USN, efficiency rating: 133.7 per cent; 2nd — 15 TC USAF, 124.7 per cent; 3rd — 331 TC USAF, 121.0 per cent; 4th — VR-6 USN, 106.2 per cent.

• *Feb:* 1st — VR-8 USN, efficiency rating: 120.6 per cent; 2nd — VR-6 USN, 118.8 per cent; 3rd — 15 TC SQ USAF, 114.6 per cent; 4th — 331 TC USAF, 111.8 per cent.

• *March:* 1st — VR-8 USN, efficiency rating: 149.3 per cent; 2nd — VR-6 USN, 135.5 per cent; 3rd — 331 TC USAF, 119.9 per cent; 4th — 15 TC USAF, 117.4 per cent.

• *April:* 1st — VR-8 USN, efficiency rating: 153.1 per cent; 2nd — VR-6 USN, 148.6 per cent; 3rd — 15 TC USAF, 126.4 per cent; 4th — 331 TC USAF, 123.2 per cent.

(These figures were obtained from the "Airlift Times," published in Germany for airlift personnel.)

Altogether, from 9 Nov 1948 to 31 May 1949, the two Navy squadrons flew 41,613 hours and moved 118,206 tons of supplies. On a comparative basis of men and planes, no other squadrons involved in the airlift came close of equalling this record.

Meanwhile the behind-the-headlines work of other Navy units provide their invaluable support to the airlift by flying supplies across the Atlantic and in transporting via Navy tankers the millions of gallons of gasoline necessary to keep 'em flying.

Middie Air Cruises

Over 200 midshipmen from the Naval Academy, Annapolis, Md., made air cruises around continental United States during the month of June. The air cruises were introduced this year for the first time into the summer training schedules of second classmen (juniors) to supplement the usual cruise aboard an aircraft carrier.

Stops in the country-wide tours were made at Glenview, Ill.; Denver, Col.; Corpus Christi, Texas, Pensacola, Fla. There was also a three day visit to naval installations in the San Francisco Bay area.

Bilingual Newspaper on Majuro

The "Shipwreck," a monthly mimeographed newspaper published by the Majuro Intermediate School at Majuro in the Marshall Islands, is written in two languages — English and Marshallese. Laid out in two columns, one in each language, the translation is done by a native instructor at the school.

Local island news and items of births, weddings and deaths are gathered during scheduled field trips throughout the District by Navy personnel who thus perform a good part of the paper's "leg work."

Through the newspaper, the Navy's Civil Administration officers have an opportunity to explain the United Nations organization to the Marshallese people. Short articles and excerpts from the Trusteeship Agreement appear in each issue.

The "Shipwreck" serves to bring the Marshallese more closely together as one people as well as to acquaint them more with the "outside" world and explain their active part in that world.

Strange Vessel Launched

One of the Navy's strangest ships has been launched with hardly a splash to mark the occasion.

This new-style vessel will never be bothered with barnacles, will never pitch and roll in a stormy sea and will never lose her way in a fog — as a matter of fact she will never even see salt water.

She is a mock-up, built by the Navy prisoners at Mare Island naval shipyard and aptly named "Old Wooden Sides" by her builders. To add a bit of realism to her christening, a bottle of brine was carried from Mare Island Strait and cracked over her bow.

On board the model ship, with no worries of seasickness to plague them, dry-land sailors will get practical lessons in the ways of the sea.

"Old Wooden Sides" was built by the retrainees of scrap lumber, and consists of a bow and wheel house with replicas of ground tackle, wheel, engine order telegraph, running lights and communication equipment.

Barracks Research

The Navy is experimenting with ultra-violet irradiation of barracks, combined with dust prevention, to keep down respiratory ailments.

A research project at the U. S. Naval Training Center, Great Lakes, Ill., includes treatment of air in various barracks by ultra-violet irradiation and diffusion of glycol vapor. Previous experience has shown that the hospital admission rate of men living in barracks so treated will be considerably less than of those living in unprotected barracks. Air samples show the number of airborne bacteria to be reduced 60 to 65 percent.

Respiratory research is a long-range task of Medical Research Unit No. 4, which is now operating at the Great Lakes Naval Training Center. The research unit was founded originally on 1 June 1946, at the U. S. Naval Hospital, Dublin, Ga. When in full operation at Great Lakes, it will have 27 military personnel and 23 civilian researchers.

An object of the respiratory research is to learn the connection between acute respiratory diseases and rheumatic fever. The unit plans to work out and test various methods for preventing these diseases and to compare courses of treatment. The Navy's system of recruit training is well adapted to such research, as all the people involved are approximately the same age, living under identical conditions and are largely isolated from the public.

The main research laboratory is a two-story H-type building with a full basement, offering a total of 25,000 square feet of space. Several fully equipped laboratory rooms are contained in the building, as well as a medical library and a conference room.

Science Seminar for Reservists

Approximately 100 scientists who hold commissions in the Naval Reserve served two weeks' training duty this summer at a scientific seminar in the Office of Naval Research, Washington, D. C.

The reserve officers who attended the seminar are men whose civilian occupations fall in scientific fields. Many are professors or research specialists in the nation's universities and colleges. The 102 who were selected for the seminar were chosen from approximately 500 applicants.

Field trips during the 10 working days took the reserve officers to many scientific installations in the Washington area. Among the activities visited were the following: the Naval Research Laboratory, Naval Ordnance Laboratory, Applied Physics Laboratory, David Taylor Model Basin and U. S. National Naval Medical Center.

Many of the leading figures in naval research lectured, including both Navy officers and civilians connected with ONR. In addition, other civilian scientists spoke, as well as scientific members of the other armed services.

Specialists of the reserve scientists cover more than 25 fields, embracing almost every phase of scientific thought.



SECNAV Francis P. Matthews observes carrier task force exercises from aboard *Franklin D. Roosevelt.*



SPEED TRIAL is run by USS *Eugene A. Greene* (DD 711) in Mediterranean. A *Gearing*-class destroyer, she is on her second tour of duty in the area.

Foreign Languages

Qualified officers of the Regular Navy (including women officers) of lieutenant (junior grade) rank or above may now apply for foreign language classes to convene 1 Oct 1949 and 1 Jan 1950 at the U. S. Naval School, Naval Intelligence, Naval Receiving Station, Anacostia, D. C.

Billets are readily available in Russian, German and Swedish classes, according to BuPers Circ. Ltr. 103-49 (NDB, 30 June 1949). For a complete list of courses and necessary qualifications, see BuPers Circ. Ltr. 30-49 (NDB, 28 Feb 1949).

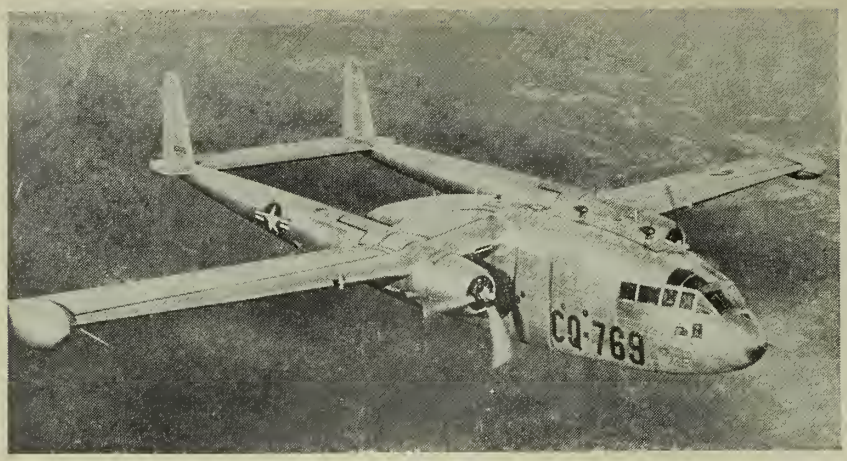
Applications should be submitted via official channels to reach the Chief of Naval Personnel (Attn: Pers 4222) prior to 20 Aug 1949 for the 1 Oct 1949 class. Applications for the 1 Jan 1950 class must arrive prior to 1 Nav 1949. Language qualification forms must accompany all applications and may be obtained by submitting an official request to the Chief of Naval Personnel (Attn: Pers 4222).

Academy Leaders Both Ex-EMs

The men who graduated first in their class at both the Naval Academy and the Military Academy this year are former Navy enlisted men.

Ensign Lionel M. Noel, USN, and Second Lieutenant Richard T. Carvolth 3rd, USA, were each members of Navy college training units as seaman recruits (then apprentice seamen) before receiving appointments to Annapolis and West Point respectively.

Ensign Noel, the No. 1 man in his class at the Naval Academy, is from Kenmore, N. Y., and spent a year in the NCTP units at Cornell University before entering the Academy in 1945.



FLYING BOXCAR, a giant transport aircraft designed to haul cargo, paratroops and serve as an ambulance plane, is being evaluated by Marine Corps.

Upon graduation, he was assigned to USS *Mindoro* (CVE 120).

Lieutenant Carvolth, top man at West Point, is from Peckville in central Pennsylvania and was an apprentice seaman in the NROTC unit, Brown University, before being appointed to the Military Academy. He has been awarded a three-year Rhodes Scholarship to Oxford University.

Ensign Noel gained top honors upon graduation among a class of 790. Lieutenant Carvolth was tops in a class of 572.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral John L. McCrea, USN, reported as Director of the Staff, Personnel Policy Board, National Military Establishment.

Rear Admiral Allan R. McCann, USN, member General Board, Washington, D. C., reported as Naval Inspector General.

Rear Admiral Richard F. Whitehead, USN, Chief, Naval Air Reserve Training, Glenview, Ill., ordered to OpNav for duty with Shore Establishment Survey Board.

Rear Admiral Ernest E. Herrmann, USN, ComCruDiv 5, ordered to OpNav.

Rear Admiral Charles C. Hartman, USN, Assistant Chief of Naval Personnel, for Personnel Control, ordered as ComCruDiv 3.

Rear Admiral George C. Crawford, USN, ComPhibGrp 3, ordered as Commander, Naval Base, Los Angeles, Calif.

Rear Admiral Edward C. Ewen, USN, Chief of Public Relations, Navy Department, ordered as ComFair Guam.

Rear Admiral Robert P. McConnell, USN, ComFair Guam, ordered as member, General Board, Washington, D. C.

Rear Admiral Francis X. McInerney, USN, ComCruDiv 3, ordered as ComCruDiv 5.

Connie Gets That New Look

A sleek, streamlined Navy *Constellation* has been changed into a hump-backed, long-snouted experimental plane, bristling with spiny antennae along the top and bottom of its fuselage.

The modified four-engine plane is being used by the Navy to test airbourne electronic devices and has successfully passed its initial flight test.

Two large humps, called radomes, were installed midway along the top and bottom of the Constellation's fuselage to house the electronic equipment. The plane's familiar droop nose has been made slightly longer. New designation for the modified plane is PO-1W (patrol search plane).

In testing flights the plane will carry a normal crew, including pilot, co-pilot, flight engineer and radio operator. It also has facilities within the cabin for technicians and electronic equipment operators, and is equipped with bunks for relief of crew members on long flights.

Engineers state that the *Constellation's* performance will not be materially reduced by the bulky external radomes. The new electronics equipment is still in a stage of development.

Naval Research in SoPac

The islands of the Trust Territory of the Pacific, administered by the Navy, are under study by a group of American scientists.

Included in the group of 10 scientists are experts in the following fields: anthropology, public health, nutrition, linguistics, botany and zoology. The Marianas, Marshalls, Eastern Caroline and Western Caroline groups will be visited.

Purpose of the research program is

Naval Reserve Aviation Personnel Train by Television

Telecasts are now being sent out each Saturday and Sunday from New York, Philadelphia and Washington as instruction for Naval Reserve aviation personnel on week-end training duty.

Originating in the Special Devices Center, Long Island, N. Y., the telecasts are sent by micro-wave to New York City. From there, they are relayed to Philadelphia and Washington — also by micro-wave. Commercial telecasting stations in the three cities put the programs on the air from 0900 to 1030, Saturdays and Sundays.

Although the programs of instruction can be received by any television-set owner in the area, they are intended primarily for three air stations — Floyd Bennett Field, Willow Grove and Anacostia. The three activities lie near New York, Philadelphia and Washington, D. C., respectively. The television stations airing the programs are as follows: New York — WNBT; Philadelphia — WPTZ; Washington — WNBW.

The programs are written and produced by naval personnel. Each Saturday's program is created by officers, for officers. Sundays' programs are produced by enlisted men, and are slanted for enlisted audiences.

Three midwest air stations are giving the same instruction as is being telecast in the east — but are using "live" instruction instead of televised. A leading university plans to provide audience evaluation, with a comparison of the two methods.

Plans call for continuing the telecasts through the second week-end in September.

to supply basic scientific data required in the administration of the islands. The program is supported largely by the Office of Naval Research, assisted by various civilian funds and institutions. The program is identified by the title, "SIM," standing for Scientific Investigations in Micronesia.

Naval transportation and shore facilities will be utilized by the scientists while they are away from the U. S. The program as a whole will last a year. The "SIM" program follows an earlier undertaking called "CIMA" – Coordinated Investigation of Micronesian Anthropology. CIMA covered a period of two years – April 1947 to April 1949. The SIM program will cover a broader field than the CIMA.

Administration of the Trust Territory of the Pacific by the Navy began in July 1947. The Trust Territory consists of former Japanese mandated islands.

They Like Their Water Hard

For hundreds of years Eskimos in the arctic regions have worked hard getting their drinking water by sawing out blocks of ice with crude hand saws and leather thongs. Stored, it provided a potable year-around drinking supply.

Recently Navy SeaBees stationed at Point Barrow, Alaska decided to show the Eskimos how to improve upon their slow manual method of cutting ice. Mounting a circular-blade, power-driven timber saw on wheels, the SeaBees proceeded to chop out blocks of ice like hot butter. Result: 40 tons of ice cut in eight hours – the equivalent of 280 commercial-size, 300-pound blocks of ice, or more than an energetic Eskimo could cut in 80 days.

To prevent the separate ice cakes from freezing together before being removed from the water the SeaBees used a thick saw blade fitted with adjustment levers that permits it to cut to predetermined depths up to 16 inches. An adjustable shield was added to protect the operator from flying ice and snow.

The SeaBees also brought up a weasel (snow tractor) to pull the sawed cakes from the water and slid the ice blocks ashore on bent-pipe skids.

Ice is an important source of water supply in the Arctic because it is easier to store and requires less processing to provide drinking water. It loses its salt and organic impurities through crystallization. Water from glacial streams must be filtered to remove indigestible silt. Pools and streams are polluted in summer by algae growth and snow is too bulky.



RESCUER P. F. Strader, SA, displays the vast wingspread of the injured eagle on which he and R. F. McDonal, SA, practiced emergency first aid.

Sailors Repair Slightly Damaged Eagle

The care and feeding of eagles is a little out of a sailor's line but then most sailors are versatile chaps.

If you don't believe it go around and ask P. F. Strader, SA, and R. F. McDonal, SA, about the time they caught the eagle.

Strader and McDonal, both at the Little Creek, Va., amphib base, know a good bit about the proud, feathered birds – one of their best friends is one.

The two sailors, both members of Beach Group Two, stumbled upon the eagle while walking through a wooded section.

Hearing a thrashing around in the underbrush, they took a look and found the bird floundering around aimlessly, its left leg broken below the joint.

Strader and McDonal know their first aid. They fixed up a jury-rig splint, bound up the bird's leg and carried it to the base where they nursed it back to health.

The majestic bird, which has a wingspread as wide as a man's outstretched arms, was turned over to the Norfolk City Park Zoo.

Now he haughtily struts around his cage on his two healthy legs – thanks to two versatile and kindly sailors.

Arctic Research Laboratory

"The northern lights have seen strange sights," a certain lusty poet wrote a few years ago – and that was before the U. S. Navy settled down north of the Arctic Circle with ONR's Arctic Research Laboratory.

One can't help wondering what Robert Service, the poet, would say about the northern lights and sights if he were alive today. For today the northern lights look down upon a group of scientists who are "conducting investigations of biological and physical phenomena as related to the arctic environment." Their research is planned "particularly for studying the influence of physical and biological factors upon the functions of man and machine." – And that involves a great deal of mysterious-looking activity both inside the big quonset-type buildings at Point Barrow, Alaska, and out in the snow.

The story of the Navy's Arctic Research Laboratory begins on 13 Aug 1946. On that day the Chief of the Office of Naval Research addressed a letter to all bureaus and offices iin the Navy Department. His letter in-

vited comment regarding setting up a research laboratory at Point Barrow, Alaska. The suggested laboratory would enable civilian scientists from universities, research institutions and government departments to study arctic problems.

All answers to the letter of inquiry contained enthusiastic support of the proposal.

A Navy camp already existed at Point Barrow, built by the SeaBees during World War II. During February 1947 a scientist representing the Chief of Naval Research went to the site to study possibilities for the new laboratory. On 6 Aug 1947, seven men from two important universities arrived at Point Barrow to begin a one-year study of metabolism in arctic climates. Metabolism, by the way, is a four-bit word to which Webster gives a great deal of space in his big dictionary. Briefly, it can be described as "the process of living."

Part of the purpose of that first group was to set up scientific facilities. A 20 by 40-foot quonset hut was remodeled as a physiological laboratory. Equipment, supplies, animal quarters and temperature control chambers were added, and the result was a small but satisfactory establishment. Work got underway in a very short time.

In the autumn of 1947, plans were made to enlarge the activity. The following spring the plans were put into action, and by July 1948 a new building was ready. This was a two-story 40 by 100-foot quonset hut. On the ground floor were installed laboratories and a workshop, while a library, a storeroom, a seminar room and an office filled out the second floor. The original small building was kept in use. By mid-summer, approximately 30 scientists and technicians were busy at the Arctic Research Laboratory.

The work at ARL is carried on under contract between the Office of Naval Research and various universities. Included in such work are the following: study of the metabolic activity of arctic life, the physiology of bird navigation and migration, a study of marine fauna of the Point Barrow area and investigation of tissue metabolism in arctic animals.

A subdivision of the ARL group is assaying the vitamin content of arctic flora and fauna and studying the health of the Point Barrow natives. A thorough dental study of the local inhabitants is part of this task, and denture casts of several hundred Eskimos have been made. Several

Navy Chief Bags Kodiak Bear on Week-End Hunting Trip

A Navy chief aviation structural mechanic became a member of the legendary big-game fraternity when he bagged a large Kodiak bear on a week-end hunting trip near Kodiak, Alaska. The Kodiak bear is said to be the largest carnivorous animal on the face of the earth.

Charles L. Kruger, the CPO, is attached to Fleet Air Squadron 114 at NOB Kodiak. He killed his prized trophy in Little Monaska Valley, a few miles north of Kodiak.

Kruger sighted the bear playing with a female bear and her small cub on a distant slope. After closing the distance to about 500 yards, he fired and hit the giant male in the left front paw. The bear scrambled into a heavy alder thicket and attempted to hide.

As Kruger moved to within 400 yards of the bear, it left its sanctuary and hurried off up a steep ravine. Kruger fired again and hit the bear in the back. This shot sent the bear tumbling down into the ravine. It arose again, however, and charged the hunter who was about 300 yards away.

When the bear had covered about a third of the distance, the chief fired once more. This bullet struck the bear in the left shoulder but failed to stop him. The following and last shot hit a vital spot. The bear dropped dead in its tracks.

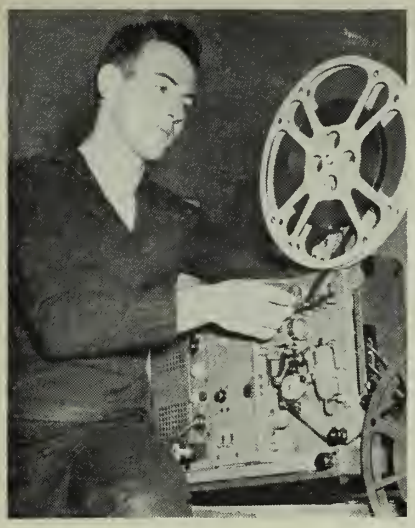
According to the young Navy chief, the most exciting part of the adventure was seeing the bear turn and charge after receiving two bullets from the 30.06 Mauser rifle. The ejector clip on the rifle broke with the first shot, and thereafter each cartridge had to be inserted by hand.

The bear's skin measured more than 10 feet in length. Kruger plans to have it cured to keep as a reminder of the days he spent at Kodiak. The animal was estimated to have weighed almost 1,600 pounds.

According to old-timers at Kodiak, it is a rarity to see a bear charge. However, when one is badly wounded, cornered, or convinced that its cubs are in danger, it will attack defiantly, hunters say. — Don Collett, JO1, USN.



HUGE PELT of Kodiak bear shot by Chief Kruger measures more than 10 feet in length. The chief dropped the bear at close range as it charged.



MOTION picture operator for the former Secretary of State George C. Marshall was Jack Walsh, Jr., FN.

scientists have been analyzing the blood and tisues of arctic animals for fat content, while another is making a study of tiny arctic insects. Still another is devoting his attention to a form of cold-climate plant life called lichens.

Plans are underway for greater research in physical and geophysical fields. Oceanography and meteorology may be added, along with research in magnetic and cosmic radiation. Approximately two-thirds of the program is expected to concern physical research, and one-third, biology.

The scientists at the Navy's northern outpost are finding out a lot of things that are extremely interesting to them. These things may prove to be extremely interesting to every U. S. sailor who in the future is required to visit the polar regions. If the men of science can find out how sea gulls stand around on the ice all day bare-footed, maybe they can design you and me some overshoes just as cold resistant. They have, in fact, designed some new boots for arctic wear — but they weigh six pounds and cannot be used with skis or snowshoes. So the work goes on.

In their studies on human adaptation to low temperature, the Point Barrow professors are employing three broad groups of people. One group consists of the native Eskimos who have lived there all their lives, another is a group of "outsiders" who are now seasoned arctic hands and the third is a group of comparative newcomers to the frigid zone. Circulation in exposed hands and faces is studied, as well as nutrition and metabolism. Certain native groups, it has been found, live almost entirely on meat. Perhaps a full-time diet of mutton would make American Navymen as at home as a musk-ox in the far north. While this isn't likely, the Point Barrow professors will soon find out.

Point Barrow itself has become increasingly known as a Navy outpost in the last six years. In 1943, pioneering SeaBees founded an exclusive brotherhood called The Order of the Top of the World (see ALL HANDS, April 1949, p. 34) while building the installation there. The brotherhood still exists, with its membership steadily growing, although few Navymen are stationed there for any length of time.

Surrounding Point Barrow is Naval Petroleum Reserve No. 4, a 35,000-square-mile area set aside by President Harding in 1923. The Bureau of Yards and Docks has an arctic test station there, and is studying fuel oils, lubricants and the problems of arctic transportation.

The village of Barrow has been one of the most important Eskimo villages in northern Alaska for a long time, but the arrival of the Navy's activities has brought about some changes. There are now two movie theaters, and church-going clothes for the women now include calico. Planes fly between Point Barrow and Fairbanks four or five times a week, keeping open a quick link with the outside world.

Sports as well as fashions have been influenced by the Navy's presence at Barrow. A variation of football that the local boys now play is ruggeder, if possible, than the variety imported by the sailors. In this, the goal posts are often the horizon and the only limit on time is that determined by the players' endurance.

Population of the village is increasing as Eskimos immigrate from the surrounding country, and is being augmented by the more than 400 personnel in the Navy's activities. Of the 116 civilian houses in the village, almost all are of frame construction. A few are of traditional sod construction; none are igloos.

Adventure in the far north didn't die with Robert Service's "Sam McGee," and the Navy is where the adventure is — even if most of the action this time takes place in test tubes.

QUIZ AWEIGH

This month's Quiz has a wide variety of subjects on which you can test your naval knowledge. Take a swing at it and find out just how salty you really are . . . or aren't.



(1) This ship is an (a) ARSD (b) ARS (c) ARST.

(2) Her name is *Oppartune* and her primary job is (a) general salvage work (b) submarine rescue work (c) diver training.



(3) Under the new rating structure a lat of changes have been made. A man weoring the roting badge on the left is (a) jack of the dust (b) storekeeper (c) commissaryman.

(4) Personnel wearing the rating badge on the right are (a) cooks (b) stewards (c) bakers.



(5) Reported to be the most pawerful carrier-based fighter, this is the (a) F2H-1 (b) FR-1 (c) XFD-1.

(6) The nickname af this flying powerhouse is (a) Phantom (b) Banshee (c) Panther.

ANSWERS TO QUIZ ON PAGE 53

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

THE ARMY SIGNAL CORPS Engineering Laboratories at Fort Monmouth, N. J., are now using a new device known as a "hypsometer" to measure altitude. It is described as a scientific cousin to Mom's teakettle.

The hypsometer works on the principle that the boiling point of liquids decreases as atmospheric pressure decreases. And atmospheric pressure decreases as altitude increases. The Army's hypsometer is good for altitudes up to 30 miles – where atmospheric pressure and the boiling point of liquids are both extremely low, unlike the hypsometer itself.

★ ★ ★

THERE WON'T BE any more walking into the jail with a file inside a loaf of bread for your old buddy.

"In response to many requests," says the Army Signal Corps, their surplus of some 3,000 mine detectors will be sold to county clinks and other local law enforcement agencies.

On occasion, the mine detectors have been loaned out to find hidden firearms.

That's using the equipment to only half its ability. "This electronic device," the Signal Corps announcement said, "will detect not only metal but any foreign substance buried or otherwise hidden from sight. Even buried clothing can be discovered with the equipment."

★ ★ ★

A NEW AIR FORCE penetration fighter, the Lockheed XF-90, has undergone taxi tests in Burbank, Calif.

The new fighter is powered by two turbo-jet engines and is distinguished by sharply back-swept wings. It is designed as a penetration fighter for use against enemy planes and ground installations deep in hostile territory.

Wing-span of the new plane is approximately 40 feet, and length is about 55 feet. Resting upon its conventional landing gear, the plane's highest point is approximately 15 feet from the ground. A pressurized cabin and air conditioning are used. There is also a pilot ejection seat.

Early development of the XF-90 involved the use of models constructed of steel and plastic. These were launched from high-flying planes and their descent was studied by radar and radio recording.



ROARING low over a column of tanks, an F-47 makes a simulated straffing run during exercises in Europe.

★ ★ ★

THE NEW JET engine which enabled an Air Force fighter plane to set a world's speed record will be installed, four to a plane, in B-45 bombers.

Arranged in pairs in single nacelles on each wing, the new jets enable performance of the B-45 at a service ceiling of more than 40,000 feet and combat radius of over 800 miles. Top speed of the light bombers—which compare in size and range to World War II heavy bombers – is in the 550-mile-an-hour range.

The jet engine (J-47) made possible a world's speed record of 670.981 miles an hour set by the F-86 *Sabre* fighter.

With the new engine installation, the bomber has a total of 20,000 pounds of thrust, an increase of 25 per cent over earlier models of the same plane utilizing other jet engines.

★ ★ ★

ALL THE WORST conditions a jungle can offer in the way of climate variations are possible in an Army Signal Corps test chamber in the engineering laboratories at Fort Monmouth, N. J.

Called a "tropical rainforest" by Signal Corps meteorologists, the chamber can produce conditions ranging from a fine fog mist to rainfall of two inches an hour. Temperatures can go up to 190° Fahrenheit at 100 per cent humidity with heavy condensation.

The chamber will be used for tests of corrosion, moisture and fungus on exposed equipment in the same manner as if it were deteriorating under actual jungle climatic conditions.

Effects of climate in the Pacific and the China-Burma-India theatres made useless more equipment than enemy action, Army records reveal. The tropical section of the laboratory is comprised of six heavily insulated rooms, the largest of which will admit a General Sherman tank or other large motive equipment.

So realistic are the simulated conditions that research workers receive special attention as to health and safety precautions. Some operators spend so much time in the chamber that for all practical purposes they are living in a jungle.

★ ★ ★

YOU PROBABLY never thought about it before, but in many ways it's harder to bring instruments down from the atmosphere than to take them up.

At the Army's White Sands proving grounds, Alamagordo, N. M., Air Force scientists have been firing V-2 rockets to test parachute descents of vital instruments.

The problem is to bring a 14-foot, 3,600-pound package of scientific gadgets down from a height of 100 miles above the earth, where it first detaches from the rocket.

At that height a parachute 30 feet in diameter opens and slows the capsule until it reaches an altitude of only 50 miles, where the more dense air exerts enough pull to bring a 100-foot diameter 'chute out of its housing.

Even this fails to substantially stop the plummeting

capsule, which slows down only upon reaching "thicker" air near the earth's surface.

The bullet-shaped capsule contains about 45 different instruments — cameras, thermometers, and other meteorological devices — which transmit by radio 23 continuous readings to recording equipment on the ground.

You can be sure that the intricate gadgets are also delicate, and a bump too hard on the ground means finis. So far, three out of four tests have been unsuccessful.

★ ★ ★

STANDARD METHODS of offsetting the body freezing effects of cold weather are being tested at an Air Force aero-medical laboratory near Fairbanks, Alaska.

Instead of rubbing frozen or frost-bitten portions of the body with snow, a popular misconception, they should be treated with warm water according to soldiers' experience at the base. And a slug of liquor is no longer considered to have warming qualities, since the experiments are reputed to have proved that alcohol opens facial pores, thereby bringing on a cooling process.

The study in Arctic survival, called "Operation Frigid," evaluates cold weather reactions on troops.

In an experiment on the effects of inadequate food and shelter, four groups of volunteers lived in 35-degrees-below-zero weather for six days with varied amounts of nourishment. The first was allocated 3,500 calories of food per man every day, while the last group received only two glasses of water daily per person. By the end of the test, personnel of the fourth group indicated they were considerably weaker but might have gone longer if necessary.

★ ★ ★

AFTER TWO YEARS, the phenomena of flying saucers is still under serious investigation by the Air Force's Air Material Command at Wright Field, Dayton, Ohio.

AMC's Technical Intelligence Division is charged with investigating and interpreting information on "unidentified flying objects" and has looked into more than 240 domestic and 30 foreign incidents.

About 30 per cent of the sightings have been identified as conventional aerial objects and scientists expect a like number of incidents will be proved commonplace in the near future.



RECOILESS 75-mm. rifle is set up by a heavy weapons crew to command a roadway at Camp Mackall, N. C.



SPATTERED from helmets to boots, student and teacher play foam on blaze at Shaw AFB fire fighting school.

But there are still a number of questions which investigators have not been able to answer. "No definite and conclusive evidence is yet available to prove or disprove the existence of at least some of the remaining unidentified objects as real aircraft of unknown or unconventional configuration," the group reports.

The exhaustive search has considered all possibilities, but the contention seriously held in some quarters that the flying discs were maneuvered by "Men from Mars" is thoroughly discredited.

"The problems involved in the creation of the long idealized 'Buck Rogers' space ship are myriad. . . . A high performance space ship would be large and unwieldy and could hardly be designed to maneuver frivolously in the earth's atmosphere as the reported discs have done. Also, such an aircraft could not carry sufficient extra fuel to make repeated descents into the earth's atmosphere."

This conception dates from the first sighting of the saucer phenomena on 24 June 1947 when a Boise, Idaho businessman named Kenneth Arnold looked from his private plane and spotted a chain of nine saucer-like objects playing tag around Mt. Rainier at "fantastic speed."

★ ★ ★

"TRACK TREADS" similar to those used on tanks have been fitted on an Air Force B-50 medium bomber, enabling it to land on rough, unimproved ground.

By tripling the imprint area of the bomber's double tire landing gear, designers of the track treads believe their gear will lift operational restrictions which made necessary landing of large planes on smoothly paved runways.

Rubber belt treads on the main landing gear are each 20 inches wide with a ground contact of 46 inches in length. In addition to the two forming the main unit, the nose gear has a smaller tread which can be turned for steering the plane on the ground.

The system retracts while the plane is in flight, enabling it to maintain its streamlining.

THE BULLETIN BOARD

Absentee Ballots Available To New York Servicemen For Election in November

Servicemen from New York State may apply for absentee ballots for that state's general election to be held on 8 Nov 1949. Several matters of importance to service personnel and veterans will be voted on.

Two of eight proposed constitutional amendments affect veterans and their benefits. One has to do with the payment of the serviceman's state bonus to members of the armed forces who were residents of the state at the time of their enlistment but who have taken up residence outside the state.

Servicemen who are residents of the state and who desire to vote in the general election must file application for a war ballot. The procedures apply to personnel serving both within and outside the continental limits of the U. S.

Personnel desiring a war ballot must make a written application in one of these ways:

- On a post card form issued by the Division for Servicemen's Voting, Albany 1, N. Y. (Available by writing that address.)
- On the form provided under the Federal Voting Law (USWBC Form 1 and Standard Form No. 76. Available on most ships and stations. See your voting officer or commanding officer).
- On any other form of post card or letter, provided the serviceman states his name, rank and military and home addresses. This application must be signed by the serviceman.

Applications may be filed with the Division for Servicemen's Voting, Albany 1, N. Y., or with the Board of Elections of the home county of the residence of the serviceman on or before 18 Oct 1949.

War ballots will be sent to every serviceman who has filed an application and will be in the same form as the ballot used if he were in his polling place on election day. These ballots will be mailed after 30 Sept 1949.

After being voted, the ballot must be inserted in an oath envelope provided for that purpose. The oath on the outside of the envelope must be completely filled in and signed by the serviceman. His signature must be attested or sworn to before an officer not below the rank of Sergeant or Petty Officer or any other official authorized to take oaths.

War ballots sealed in the oath envelope must be returned in the self-addressed envelope provided (air mail, free of postage) to the Division for Servicemen's Voting, Albany 1, N. Y., to be received not later than 7 Nov 1949.

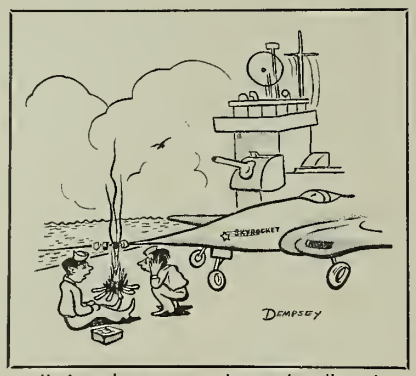
Free Courses in New York Open to Naval Personnel

Naval personnel in the New York City area will get a chance to brush up on their astronomy, navigation and meteorology in a free series of courses being sponsored by the Hayden Planetarium.

The following introductory courses are being offered:

- Why the Weather — 22 Sept, at 1900.
- Modern Celestial Navigation—28 Sept, at 1915.
- Descriptive Astronomy for Teachers — 28 Sept, at 1700.
- Applied Navigation — 3 Oct, at 1915.
- Star Identification — 3 Oct, at 1915.
- Astronomy Without Mathematics — 18 Oct, at 1915.
- Young People's Astronomy — 29 Oct, at 2145.

For further information on the courses, write The Hayden Planetarium, 81st Street at Central Park West, New York 24, N. Y.



'I just love toasted marshmallows.'

Change Issued to Manual Of Rate Qualifications Will Be Effective 1 Dec 1949

Change I to the *Manual of Qualifications for Advancement in Rating* (NavPers 18068), as outlined in BuPers Circ. Ltr. 95-49, (NDB, 15 June 1949) has been distributed to holders of the basic manual in fleet and shore based establishments.

The change will become effective upon receipt in the case of seven rates and ratings but will not be effective for all purposes in all rates and ratings until 1 Dec 1949. For the purposes of planning and classification, Change I will be effective upon receipt.

New qualifications for advancement in rating — that will be effective immediately are those for minemen, torpedoman's mates, aviation photographer's mates, photographer's mates, dental technicians, dentalmen and construction men. This change is also being used in the preparation of the next examinations for advancement to chief petty officer, acting appointment, and to chief steward, acting appointment.

Change I consists primarily of:

- Addition of qualifications for minemen, aviation photographer's mates, dental technicians, construction men and dentalmen. (These enlisted rates and ratings were established by BuPers Circ. Ltr. 106-48 (NDB, 15 June 1948).)
- Revisions in the qualifications for sonarmen, torpedoman's mates, communications technicians, personnel men, storekeepers, photographer's mates, machinist's mates, machinery repairmen, seamen, other rates and ratings, and in "Military Requirements for all Enlisted Personnel in the Navy."
- Addition of test requirements for welders in the metalsmith rating and other ratings requiring a knowledge of welding.

A limited number of additional copies of the *Manual of Qualifications for Advancement in Rating* (NavPers 18068) are available for distribution and requests should be submitted to the Chief of Naval Personnel (Attention Pers-415).

Changes in Procedures Listed for Future Exams For Advancement to CPO

Certain changes in procedure will be used in future service-wide competitive examinations for advancement to CPO, acting appointment.

Principal among the new instructions for conducting examinations for advancement to acting appointment chief is this: Upon receipt of examination questions, senior members of examining boards are requested to insure checking of individual examination envelopes. After opening, these are to be checked for completeness of contents and assembly. BuPers Circ. Ltr. 106-49 (NDB, 30 June 1949) points out the following items in particular to be checked:

- Identical serial numbers on envelopes and on individual parts of the complete examination.
- All required parts of the examination accounted for.
- Examination booklets assembled properly — no blank or duplicate pages; question numbers and pages in proper sequence, and all pages of examination booklets applicable to the subject.

Contents of the individual envelopes should then be resealed until used on the date set for service-wide examinations. In case of incomplete or incorrect parts of individual examinations, examining boards should request missing or misprinted parts from the Naval Examining Center, South Annex, Naval Receiving Station, Naval Base, Norfolk 11, Va.

According to previous directives, individual examination envelopes were not to be opened, except in the presence of candidates and then only on the date set for examinations. Also, until recently, examinations for advancement to CPO were handled directly by BuPers.

Circular letter 106-49 with its enclosure contains comprehensive instructions for examining boards in conducting CPO examinations. In addition, there is the following information of interest to personnel planning to take such examinations:

Operational or practical tests are included in the following examinations, to meet the requirements of the Manual of Qualifications for Advancement in Rating:

- ALCA — radio code transmission, radio code receiving, flashing light transmission, flashing light receiving, semaphore transmission, semaphore receiving.
- RMCA — radio code transmission, radio code receiving, typewriting (telegraphic keyboard).
- TECA — typewriting (telegraphic keyboard).
- PNCA, SKCA, DKCA, AGCA, AKCA, HMCA, DTCA — typewriting.

The letter directs that the greatest care be taken in handling examinations, to avoid possible compromise or loss.

Exams for Advancement to CPO to Be 1 Dec

Date of the next competitive examination for advancement to CPO, acting appointment, will be Thursday, 1 Dec 1949.

BuPers Circ. Ltr. 107-49 (NDB, 30 June 1949) announces the date of the next chiefs' exams and urges that all eligible personnel be informed of the date. Examinations will be held only on that date, with the following exception: The convening authority may, if necessary, authorize a delay up to 10 days in length, if candidates whose examinations are delayed have no means of communication with personnel who have taken the examination. No candidate will have an opportunity to gain an advantage over other candidates. Any delay must be reported in detail to the Chief of Naval Personnel, Navy Department, Washington 25, D. C.

Personnel who may take the examination are those who are in all respects eligible for advancement to pay grade 1A as of 1 Dec 1949 and those who may normally be expected to become eligible by 1 June 1950. The letter calls on COs to insure that all POs, first class, who are recommended for advancement and are eligible in all respects are nominated to the appropriate convening authority. It includes instructions for determining eligibility. Nominations should reach the appropriate convening authority by 6 Sept 1949, using mails when possible.

All previous waiting lists for CPO, acting appointment, will be cancelled as of 1 Dec 1949.

This letter contains instructions for convening authorities and examining boards, as does BuPers Circ. Ltr. 106-49, outlined elsewhere in this issue. Candidates should become familiar with the Manual of Qualifications for Advancement in Rating, and Change One thereto — which is announced in BuPers Circ. Ltr. 95-49 (NDB, 15 June 1949).

35 Navy Doctors Given Tour of Duty with Air Force

Thirty-five Navy doctors have been assigned to a duty tour of two years or less with the Air Force as a result of a Sec-Defense directive.

In addition to this number being made available in mid-July or before, another 65 will report for Air Force duty at a date to be set by the Director of Medical Services of the National Military Establishment after a person has been appointed to that office.

The 100 Navy doctors will be equalled by a like number from the Army until the Air Force can staff its own medical department.

These assignments, the Bureau of Medicine and Surgery points out, "should not be construed as an indication that the Navy medical department is in excess or has obtained its quota of medical officers as a result of the current procurement program for doctors."

Appointees will be volunteers who applied before the deadline date of 15 June 1949. They will not be commissioned in the Air Force but will serve as Navy medical officers and will continue to wear the Navy uniform.

Plans call for doctors not already qualified as flight surgeons or aviation medical examiners to be ordered to Randolph Field, Tex., for a four week course in conducting aviation examinations.

After this instruction, they will be assigned to Air Force facilities within the continental U. S. if they have not already indicated preference for overseas duty.

The applications were open to both inactive and active duty doctors.

Unusual Paper Supplements Letters

A novel means of keeping the folks back home informed about their sons in the Navy was used by the attack transport USS *Winston* (AKA 94) during a trip to the Mediterranean. A mimeographed "letter" was turned out regularly and mailed to 500 families associated with members of *Winston's* crew.

The "Winston News" was not a usual-type ship's newspaper, giving an account of world events in brief news stories. Instead, it was something more in the "travelogue" field, giving the reader an account of the cruise from the sailor's salty viewpoint.

Creators of the "Winston News" did not intend that their paper should take the place of individual letters home. Instead, it was planned to give relatives a more colorful and detailed description of the cruise than they might get from individual letters. The mimeographed sheet was published once every two or three weeks — as a rule, sometimes much more frequently.

The first issue of the "Winston News" was written while the ship was crossing the Atlantic, and described the trip. It concluded: "We are scheduled to reach Gibraltar the day after tomorrow. We are very much interested in getting ashore to see what the "Big Rock" is like. You will hear from us again very soon, when we will tell you all about what we are doing."

The following issue made good on that promise. Its opening lines are typical of the graphic prose found throughout the series:

"We reached Gibraltar Friday morning after having spent eleven days on the trip from Norfolk, Va. Due to the many details involved in anchoring in the area, we were up two hours before dawn. When we had finished breakfast, we went topside to get our first glimpse of Gibraltar.

"It would have taken the most eloquent poet to describe the picture we saw. The moon was quite full and held a high and prominent position in the sky. Its reflection on the water gave the impression of a great shimmering carpet of silver which someone had spread over this quiet, peaceful inlet. There was a wonderful refreshing breeze sweeping across the bay. And then as our eyes became accustomed to the darkness, we saw the tremendous Rock of Gibraltar!

"Later in the day the first liberty party went ashore. The uniform for the sailors was the familiar dress blues with white hat. Our Marine complement also wore the colorful dress blue uniform. The picture made by both groups as they left the fleet landing was one of which the American people could be extremely proud."

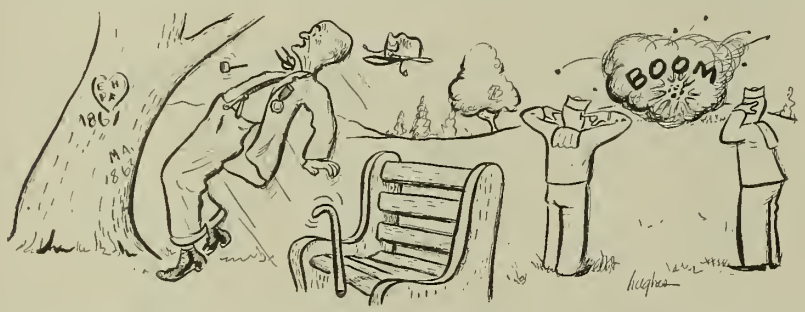
Subsequent issues tell of stopping at Piraeus, Greece, and at Augusta Bay, in Sicily. Of Augusta Bay, the "Winston News" said, "It was a very pleasant area. The weather was mild and the scenery very pleasant to observe. The most prominent, as well as the most famous landmark was Mt. Aetna. It was covered with snow and at regular intervals clouds of steam could be observed coming from the peak. Having looked down on this island since time began, this wonderful mountain must have been the object of thought for one of the world's greatest thinkers and scholars — Archimedes."

From the island of Mytilini, Greece, "Winston News" wrote: "The inhabitants' lives are simple, and because of that we found them easy to know and friendly to meet. There was no complexity in the manner in which they regarded our visit. They recognized us as friends and treated us as such. For that reason we liked them." That issue closed with, "Our next stop is Izmir, Turkey. We expect mail there for the first time since 10 days ago. That fact alone will make our visit a big success."

From Izmir: "Our recreation ashore was quite varied. Just about everyone but the duty section went on liberty our first afternoon in port.

"One of the most popular sports for the marines and sailors was to climb to the highest part of the town where one could hire a two-seated

Navy Personnel Explode Civil War Shells



After 87 years of peace and quiet, shells are exploding again on the grass-covered slopes near Rapidan, Va., scene of the bloody Civil War battle of Cedar Hill.

On this former battleground of the Second Manassas campaign, Navy ordnance disposal experts from the Naval Explosive Ordnance Disposal Unit, Indian Head, Md., unearthed and exploded several "dud" shells fired during the Civil War. Assisted by Army experts, the Navy explosive disposal unit attached small detonating charges in the noses of the dirt-and-rust-covered missiles. The explosions, set off electrically, rocked the farmlands surrounding the area.

Before a group of Treasury officials, newspapermen and curious onlookers, the Navy group located the 12-pound shells by use of modern mine detecting equipment. It is estimated that nearly 70 per cent of the cannon shells fired during the Civil War failed to go off when they hit the ground, and that thousands of the potentially dangerous missiles are scattered over the historic battle area. A Navy officer assigned to the disposal unit said the Civil War missiles were the most dangerous of all shells since they contain "unpredictable" black gunpowder.

Navy personnel located and demolished the shells at the request of the Treasury Department, which is conducting a campaign to encourage people to turn in war souvenirs for safety investigation, regardless of age.

motor bike. The owner of the bike would climb on the rear seat and the marine or sailor would get on the operator's seat. At this point the owner would sound his horn at which time everyone in hearing distance would clear the street. The operator then would start the motor and go wheeling down the winding streets until the bottom was reached. This sport is accepted by the local inhabitants in much the same way as we regard skiing."

So it went for four months — the well written "Winston News" taking up where personal letters were likely to leave off, keeping the people at home posted in a way that only the most skilled and ambitious letter-writers would be likely to do on their own.

HOW DID IT START



Portholes

The word porthole originated during the reign of Henry VI of England (1485).

It seems the good King Henry insisted in having guns on his ships which were too large to be mounted in the conventional fashion on the forecastle and aftercastle. A French shipbuilder named J. Baker (James Baker, that is) was commissioned to solve the ponderous problem.

He did it by piercing the sides of the ships with openings through which the cannon muzzles could be thrust for firing. Covers were fitted for heavy weather and for when the batteries were not in use. The French word "porte" was used to designate the then-revolutionary opening.

"Porte" was soon Anglicized to "port," the openings then becoming known as ports or portholes. Porthole was at first applied specifically to embrasures through which cannon were discharged and eventually to openings in a ship's side for any purpose.

New Tank to Test Underwater Ordnance

A new development in naval research will soon permit Navy scientists to put the newest undersea weapons through their paces without taking them near the ocean.

A gigantic steel tank, capable of testing pieces of underwater ordnance the size of a Jap one-man submarine, is well on its way to completion at the Naval Ordnance Laboratory near Washington, D. C.

The largest one of its kind anywhere in the world, the Navy "pressure vessel" as it is called is strong enough to withstand 1,000 pounds of pressure per square inch — that's the equivalent of the pressure a half mile under the surface of the ocean.

Into this big, steel vessel will go torpedoes, new types of mines, depth charges, rockets and other pieces of underwater ordnance which must be fully evaluated before they are sent to the fleet.

Once inside the stop-cocks will be turned on, water will rush into the chamber, pressure will quickly mount and the underwater equipment will be put through vigorous pressure tests under the watchful eyes of the evaluators.

As the 15,000 gallons of water in the tank bear down on the piece of equipment, special high-speed cameras will record changes in its appearance and precise instruments will register additional facts.

Not only ordnance but also salvage and diving equipment will get the daylights squeezed out of it in the Navy's new tank. To test a new style diving suit, for example, a Navy diver will don his underwater togs, stroll through the open door into the mammoth tank and watch while the door closes tightly behind him.

The next thing he knows, water will come splashing into the tank and climb up to the top. Finally immersed and with the pressure pounding ever more heavily in his ears, he will be asked to give a running account of his suit and of his own condition to the evaluators outside over a special underwater telephone hook-up.

Thus, scientists will be able not only to look through portholes into the tank and observe the man as he stands in his scientific fishbowl but will be able also to supplement these observations with exact measurements and the verbal reaction of the man himself.

The test tank is of ingenious design. So big that it required several railroad cars and a couple of king-sized trailors to transport it from the mill to the laboratory, yet it is so built that the addition of only 75 gallons of water forced into it will raise the pressure from near-zero to 1,000 pounds per square inch.

Its huge door weighs 40 tons alone and can withstand 4,000 tons of pressure pushing on it. It is so closely fitted to the shell of the vessel that it permits no more leakage than a fast-dripping water faucet.

The new tank holds several advantages over the present method of testing ordnance in a lake or in the ocean:

- It provides a wide range of controlled changes in pressure such as are encountered by pieces of ordnance sinking either rapidly or slowly into the sea.
- It allows operation of the ordnance under ideal laboratory conditions providing full opportunity for observation, photography and measurement.
- It saves ordance from being completely crushed and therefore allows scientists to see which parts failed first under pressure.
- It saves plenty of time, since NOL experts can work in their laboratory rain or shine.

Women Commissioned; Four From Enlisted Ranks

Thirty women have been selected for commissioning as ensigns in the Regular Navy, including four Regular Navy enlisted women. The stamp of approval was given the list of successful candidates by the Chief of Naval Personnel.

The four Regular Navy enlisted women selected for commisioning are the first to qualify as officers from enlisted status.

The group will be commissioned and ordered to the General Line School, Newport, R. I., for a five months indoctrination course.

Here's Word on Marks for Proficiency in Rate and Conduct

If you are interested in advancement in rating, choice duty assignments, an honorable discharge, reenlistment eligibility, good conduct medals and building a good service reputation — then you are interested in proficiency in rate and conduct marks.

The marks you earn are the most important factor in determining whether an official "yes" or "no" answer is given in practically all important decisions affecting your naval career.

Suppose you decide it would be nice to spend a tour of duty in Argentina on the staff of the naval attache.

You submit your request to BuPers, where your duplicate service record is broken out and scrutinized. If your record is pock-marked with low marks, the answer will be a flat no, even if you can rattle off Spanish like a native. Another man who can barely utter a recognizable *"buenos noches"* but who has a string of 4.0s in his record will be picked over you for the job.

When your enlistment expires an average is made of the periodic marks you received during the period of your enlistment. The character of your discharge and a recommendation for reenlistment (if made) are based upon this average of marks. High marks in both proficiency in rate and conduct are a prerequisite for a good conduct medal.

Marks are assigned enlisted personnel each quarter (at the end of each month in March, June, September and December). Marks are also assigned on the following occasions:

• Upon transfer — If a man being transferred has been on board less than a month, marks are assigned only in conduct unless unusual circumstances have occurred that warrant the assignment of a mark in proficiency in rate and leadership, mechanical ability or seamanship, as appropriate. If a man has been on board longer than a month, marks are assigned in all applicable categories.

• For offenses which a court-martial, deck court or punishment by the CO is awarded — On the date the offense is committed marks will be assigned in conduct and proficiency in rate, regardless of the time elapsed since marks were previously assigned. Marks may be assigned in other categories if deemed desirable. In any case where a man is acquitted or the court proceedings are set aside the marks assigned as a result thereof will be cancelled. If a man is transferred to another station prior to completion of disciplinary action an entry will be made on page 9Y of the service record that marks have been held in abeyance pending results of disciplinary action.

• Upon discharge or when the service record is closed out for any reason — Marks are assigned as of the date of discharge, death, desertion or other separation from the service. These entries will not necessarily be dated as of the date of actual closure of the service record. These are in addition to the final average marks entered in the record. All marks are entered on pages 5A-5B of the service record, duplicating when necessary those entered on page nine of the record.

• Other occasions — Marks may be assigned at any time when it is considered desirable to indicate outstanding or unsatisfactory performance of duty.

Enlisted personnel are assigned marks in:

• Conduct — All enlisted personnel of all pay grades are regularly assigned marks in conduct. Whenever a mark of less than 4.0 is given a man, an entry must be made on page nine of the service record explaining the reason for the imperfect mark.

• Proficiency in rate — Proficiency marks are assigned all enlisted personnel *except* the following: recruits undergoing recruit training; students undergoing instruction; personnel in transit; patients in naval hospitals. Men assigned to duty as recruiters who fail to measure up to the standards required are not to be assigned low marks in proficiency in rate, but an entry should be made on page nine of the service record showing the reason for transfer from this type duty. In cases where a tour of recruiting duty extends through an en-

Stuffed Namesake Given The Submarine Medregal

The submarine *Medregal* (SS 480) has acquired a novel good luck piece.

It is a medregal fish, beautifully stuffed and mounted on a panel of burnished wood, and presented to the ship with the compliments of the Cuban government.

The sleek, underwater namesake of the submarine was given to the ship during a visit by a party of Cuban officials including the Minister of State, Minister of War and Chief of the General Staff of the Cuban Navy while the submarine was in Havana.

The medregal is a species of amber fish that is common in waters surrounding the West Indies.

'Pleasure Cruise' Program Boosts Navy

Ever hear of the "Pleasure Cruise" of the "Home Town Navy"?

Chances are if you're a Texan, you have.

If you're not, you should know the reason why Navy stock has been jacked up high — higher than usual, that is — in the Austin, Tex., vicinity during the past half year.

"Pleasure Cruise" is a series of 15-minute radio shows produced by Naval Reservists and students of the University of Texas. Recordings are made of each "cruise" and sent to nearby radio stations, where the programs are beamed out on free time.

Personnel of Naval Reserve division 8-69, Austin, Tex., work side by side with the radio guild of the University of Texas in turning out programs about once a week.

In addition to a "skipper" and other regular staff members, the program has guest stars each time, with pretty Texas coeds and western ballad singers the most popular.

Prescription for the program is always the same — Navy publicity in pleasant doses.

Atlantic City Celebrates Big Events in Bunches

NAS Atlantic City, N. J., combined observances of several historic dates when the station celebrated its sixth anniversary.

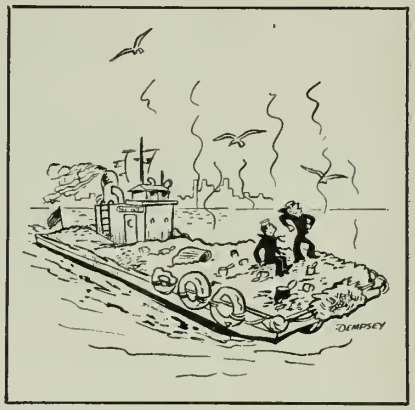
Besides the station's own sixth birthday, the celebration commemorated the following events: The 30th anniversary of the first air crossing of the Atlantic, the seventh anniversary of the Battle of the Coral Sea, the dedication of Crommelin Field — a new athletic field on the station, and the Navy Relief Society drive. The program began with open house at 1300 and ended with an all-station dance that began at 2100.

tire enlistment, however, and no proficiency marks are assigned, then an average of the marks received in "recruiting ability" will be used to determine the type of discharge to which entitled.

• Mechanical ability — All enlisted personnel *except* those in the following rating groups are marked in mechanical ability: Group I, Deck (BM, QM, SO, RD); Group V, Administrative and Clerical (TE, RM, CT, YN, PN, MA, SK, DK, CS, SH, JO); Group VI, Miscellaneous (LI, PI, MU, DM); Group X, Medical (HM); Group XI, Dental (DT); Group XII, Steward (SD).

• Seamanship — Marks are assigned in seamanship to personnel in the following occupational groups, including seamen and seamen apprentices: Group I, Deck (BM, QM, SO, RD); Group II, Ordnance (TM, GM, FC, FT). Seamanship marks will be assigned to personnel of other rating groups when appropriate. For example, if a YNSA on board a small ship is actually spending part of his time engaged in deck work, then he will be marked accordingly.

• Leadership — Marks in leadership are given all personnel except those in pay grade 5 (SN) and below. Where personnel in these lower pay grades, such as "leading" seamen or firemen are performing duties requiring leadership ability, marks in this category will be assigned.



'Don't you love the zest of that tangy salt air?'

BuPers has published instructions (see tables pp. 47, 49 this issue) for a uniform system of assigning enlisted personnel marks. Although full discretion is left to commanding officers to make exceptions from this guide in unusual individual cases, *where such exceptions are made an entry must be made on page nine of the*

These Standards Are Used in Assigning Marks to POs

The following standards will be used as a guide in assigning marks to petty officers:

Marks	Proficiency in rate	Seamanship	Mechanical ability	Leadership	Conduct
4.0	Competent, thoroughly reliable, attentive, energetic, forceful. Not less than 3.5 in conduct.	Well educated in nautical knowledge of the practical school; always prepared for eventualities.	Definitely superior in understanding of mechanical matters; facile in making mechanical repairs.	Forceful and commanding; sets good example rather than drives; 4.0 conduct; gets jobs done.	No offenses; exemplary in conduct, bearing, and uniform; good influence on the ship.
3.5	Competent and qualified in all duties of rate; has qualities sufficient to justify advancement. Not less than 3.5 in conduct.	Well qualified in nautical matters; resourceful in taking corrective action in matters pertaining to seamanship.	Very good in working on mechanical equipment in overhaul and repair work.	Very good in knowledge of leadership; performs leadership duties in highly satisfactory manner.	Conduct positively good; no leave-breaking offense; not more than one minor offense in sobriety or of other nature.
3.0	Competent and reliable in duties of billet of appropriate rate. Not less than 3.0 in conduct.	Adequately qualified in nautical matters; dependable in matters pertaining to seamanship.	Adequate and competent in working on mechanical equipment in overhaul and repair work.	Adequate as a leader; performs leadership duties in satisfactory manner.	Minor offenses only, including one leave-breaking of less than 3 hours.
2.5	Barely satisfactory to perform duties of rate. Not less than 2.5 in conduct.	Only satisfactory in practical knowledge of nautical matters.	Only passing in mechanical knowledge and in working with mechanical apparatus.	Barely satisfactory in leadership duties.	Minor offenses only, including repeated minor leave-breaking or leave-breaking of not more than 3 hours (total).
2.0	Not fully reliable; sufficiently good to retain in rate only if immediate and decided improvement is shown and has 3.0 or better in conduct.	Inadequate in practical nautical knowledge.	Inadequate in working with tools on machinery.	Inadequate in duties required of a leader.	Unsatisfactory, more serious offenses either in sobriety or of other nature.
1.5	Unfit for further retention in present petty officer rate.	Definitely unsatisfactory in practical nautical duties.	Definitely unsatisfactory in working with tools on machinery or in mechanical knowledge.	Unreliable as a leader and petty officer.	Unreliable as petty officer on account of nature of offenses.
1.0	Unfit for any petty officer rate or rating.	Has practically no knowledge of nautical duties; if known, cannot perform such duties.	Has practically no knowledge of mechanics; if known, cannot perform such duties.	Distinctly unreliable as a leader and petty officer.	Distinctly unreliable as petty officer on account of nature of offenses.

NOTE.—Intermediate marks should be given, where practicable, in order to reflect a more accurate estimate of the individual's ability.

record explaining why. A copy of this page nine is then forwarded immediately to BuPers.

Because of the great influence marks have upon the careers of enlisted personnel, the job of assigning them is an important duty of officers. Those officers responsible for marking enlisted men should study carefully all instructions relating to the matter, and never allow this duty to become perfunctory in the slightest degree. The practice of assigning a CPO a mark of 4.0, a PO1 3.9, etc., in proficiency without careful analysis of the work performed by the individual is in gross violation of the spirit of regulations governing the assignment of marks. Each individual should be marked on the basis of his value to the service in that particular rate, regardless of length of service or time served in rating. The mark given for proficiency is intended to be sufficient, in itself, to denote a person's ability, habits and character.

Good or bad behavior during the period for which a man is being marked, or previous to this period, should not be allowed to influence the officer in assigning marks in seamanship or mechanical ability. However, insobriety or other evidence of unreliability during the period should be indicated in the marks in proficiency in rate and leadership.

Marks (other than conduct) are assigned by division officers or heads of departments after consultation with junior officers, warrant officers, chief petty officers and petty officers under whom the individual works. For personnel who are under the continual observation of several officers or petty officers, the marks assigned by division officers should be combined with others recommended by those officers and petty officers. All marks are subject to approval by the executive officer, acting for the commanding officer.

Marks in conduct are assigned by the executive officer, and are based upon the individual's behavior during the period for which he is being marked. When a man commits an offense, marks are assigned as of the date the offense took place in both proficiency in rate and conduct. Listed below is a table of marks which cannot be exceeded under the conditions described. By the term "cannot be exceeded" it is meant that in each case listed the mark shown is the *highest* mark that can be given:

- Sentence by summary or general court-martial for:

	Proficiency in rate	*Conduct*
1. Disciplinary reasons		1.0
2. Incompetency	1.5	

- Sentence by deck court for:

1. Disciplinary reasons		1.5
2. Incompetency	1.5	

- Punishment by commanding officer involving confinement 2.0
- Reduction in rate or rating by commanding officer for:

1. Disciplinary reasons		2.0
2. Incompetency	1.5	

In cases where a man has been assigned marks *during* the regular marking period (quarterly) the mark which he is assigned at the end of the quarter must be the representative mark for the quarter. To arrive at this mark, all marks assigned during the quarter are averaged, and this average mark entered as the regular quarterly mark. Example: Man receives a mark of 2.0 in conduct as of the date of an offense committed

Fifth Marine Division Reunion in Philadelphia

A reunion of the Fifth Marine Division, which took part in the battle for Iwo Jima and the Occupation of Japan, will be held in Philadelphia on 5-7 August.

The convention of the Fifth Marine Division Association to be held is its first. The Bellevue-Stratford Hotel will be the home of the convention.

The Marines in the famous photograph of the flag raising on Mt. Suribachi were members of the Fifth Division. Lieutenant General Keller E. Rockey, USMC, now CO of Fleet Marine Force, Atlantic, commanded the division during the war.

Two Receive Medals for Heroic Action

Two men — a Naval Reserve flier and a Regular Navy disbursing clerk — are the latest to receive the Navy and Marine Corps Medal.

Both actions took place during fire-and-explosion dangers, rescuing personnel who otherwise might have perished.

Lieutenant (junior grade) John R. Cooper, USNR, of Southgate, Calif., pulled an Army pilot from a crashed and burning plane. His citation reads:

"For heroic conduct in rescuing an Army pilot from a burning aircraft at Van Nuys, Calif., on February 6, 1949. Observing a fighter plane cartwheel during a landing and flip over on its back, pinning the pilot in the cockpit, Lieutenant (junior grade) Cooper leaped from his vehicle and ran about 100 yards to the disabled aircraft whose ruptured fuselage tank was leaking gasoline which had ignited and was burning quite freely. Undeterred by the heat of the flames which had already started burning in the cockpit, he crawled to the plane and, directing the pilot to unfasten his safety belt, pulled him bodily from the wreckage, thereby saving him from being fatally wounded by the subsequent explosion. By his initiative in voluntarily risking his life to save another, Lieutenant (junior grade) Cooper upheld the highest traditions of the United States Naval Service."

James Reed Hickam, DK1, USN, whose home is in Dexter, Mo., was driver of an ambulance appearing early on the scene of the Texas City dock fires and explosions of 1947. His citation reads:

"For heroic conduct in connection with the explosions and fire and Texas City, Tex., April 16, 1947. Driving one of the first ambulances to reach the scene of the disaster shortly after the initial blast, Hickam penetrated directly into the fire area and, despite the imminent danger from continuous small explosions, effected numerous rescues, thereby saving many lives. His initiative and courage in risking his life to save the lives of others were contributing factors to restoring the morale of the citizenry and upheld the highest traditions of the United States Naval Service."

Standards for Marking Personnel Other than POs

The following standards will be used as a guide in assigning marks to personnel other than petty officers:

Marks	Proficiency in rate	Seamanship	Mechanical ability	Leadership	Conduct
4.0	Competent and reliable in rate. Not less than 3.5 in conduct.	Competent and reliable in knowledge of nautical duties and in carrying out such duties.	Competent and reliable in knowledge of mechanical duties and in practical application.	Shows excellent qualities of performing leadership duties.	No offenses; exemplary in conduct, bearing and uniform.
3.5	Competent and qualified in all duties of rate; has qualities sufficient to justify advancement. Not less than 3.5 in conduct.	Well qualified in the knowledge and performance of nautical duties.	Very good in working on mechanical equipment in overhaul and repair work.	Shows very good qualities in performing leadership duties.	No leave breaking; minor offenses only; not more than one offense in sobriety.
3.0	Competent in rate. Satisfactory in conduct.	Adequately qualified in the knowledge and performance of nautical duties.	Adequate and competent in working on mechanical equipment in overhaul and repair work.	Shows adequate qualities in performing leadership duties.	Satisfactory; no repeated leave breaking; not more than one offense in sobriety.
2.5	Barely satisfactory to perform duties of rate.	Satisfactory in the knowledge and performance of nautical duties.	Only satisfactory in mechanical knowledge and in working with mechanical apparatus.	Shows only satisfactory qualities in performing leadership duties.	Satisfactory only.
2.0	Sufficiently good to retain in rate only if immediate improvement is shown.	Inadequate in the knowledge and performance of nautical duties.	Inadequate in working with tools on machinery.	Shows inadequate qualities in performing leadership duties.	Repeated minor offenses showing general unreliability.
1.5	Unfit for retention in present rate.	Definitely unsatisfactory in the knowledge and performance of nautical duties.	Definitely unsatisfactory in working with tools on machinery or in mechanical knowledge.	Shows unreliable qualities in performing leadership duties.	Unreliable by any standards.
1.0	Definitely unfit for duties of rate.	Has practically no knowledge of nautical duties; if known, cannot perform such duties.	Has practically no knowledge of mechanics; if known, cannot perform such duties.	Shows distinctly unreliable qualities in performing leadership duties.	Serious offenses.

NOTE.—Intermediate marks should be given, where practicable, in order to reflect a more accurate estimate of the individual's ability.

in the middle of the quarter. His normal mark at the end of the quarter if no offense had been committed would be 4.0. These two marks are averaged and he is assigned a quarterly mark in conduct of 3.0. Regulations state this representative quarterly mark cannot exceed (be higher than) the lowest mark assigned during the quarter.

As previously stated, all marks, periodic or occurrence, must be entered on pages 5A-5B of the service record. Periodic or representative periodic marks will be identified with an asterisk. Only these asterisked marks will be considered in arriving at the final average upon discharge or separation.

When a man is being discharged for reason of expiration of enlistment, the marks received during the first year of a first enlistment are disregarded when compiling the final average of marks. However, when discharged for any reason other than expiration of enlistment (such as convenience of the government) all periodic marks including those earned the first year of a first enlistment are considered in compiling the final average of marks. Where Reservists have less than four years of active duty all active duty marks will be considered in compiling the final average.

In cases where semi-annual marks were assigned instead of quarterly marks, these semi-annual marks must be given twice the weight of each quarterly mark in compiling a final average of marks.

The table below shows the minimum final average marks necessary for an honorable discharge, recommendation for reenlistment and eligibility for a good conduct medal:

	Proficiency in rate	*Conduct*
• To be recommended for honorable discharge	2.75	3.25
• To be recommended for reenlistment	2.50	2.75
• To be recommended for a good-conduct medal for active service terminating on or after 15 Aug 1945 (BuPers Manual Art. C-8122).	3.50	3.80

New Diesel Service School Established at Great Lakes

A new service school, called U. S. Naval School, Enginemen, Class C-1, is now conducting classes at U. S. Naval Training Center, Great Lakes, Ill.

The new school provides special training for enginemen, any rate, in the theory, operation, maintenance and repair of large propulsion type diesel engines to meet the needs of the fleet.

It is planned that courses on the available diesel engines will be offered on a schedule consistent with Fleet requirements and other considerations.

Engines installed at the school are one each of the following: GM, Model 8-268A; GM, Model 16-278A; GM, Model 12-567A; Cooper-Bessemer, Model GSB-8; Alco, Model 539; Fairbanks-Morse, Model 38D8 1/8. Commands sending men to the school must indicate in candidates' orders the specific engine or engines on which training is required, allowing four weeks for training per engine. The school is under the administrative control of BuPers.

Applications for NSLI Dividends Planned

Service personnel will have the same opportunity as civilians to send off prompt applications for their share of the $2,800,000,000 to be divvied up between National Service Life Insurance policyholders in 1950.

Application forms will be passed out to servicemen on shore and sea commands on the same day veterans will be able to pick up theirs at post offices, veterans service organizations and offices of the Veterans Administration.

Before the D-day for the passing out of application blanks, the Navy will have distributed adequate supplies of forms to all commands.

The $2,800,000,000 has accumulated since 1940, when NSLI first went into effect, and will be apportioned out to policyholders in the form of a special dividend.

About 16,000,000 servicemen and veterans who held NSLI for three months or more will be eligible.

More than half of the applicants will be personnel who allowed their policies to lapse or are beneficiaries of policies of deceased personnel.

The Administrator of Veterans Affairs stated he "hoped distribution of the checks could be started sometime in January 1950, and be substantially completed during the first half of 1950."

Do not write to either naval activities or the Veterans Administration about your dividend, since this will only cause delay in the final date of payment, VA pointed out.

Special application blanks now being prepared will be available possibly in August, but adequate publicity will announce the date when the time comes.

The form is a three-fold card on which the applicant for dividend writes his full name, service number, insurance policy numbers and his address.

The applicant will retain one-third containing the instructions, mailing the other two parts to the VA, where the application part of the card will be separated and the remaining third will be mailed back to the individual as an acknowledgment that VA has received the application.

This simple process is specifically designed to eliminate letter writing, and any correspondence other than mailing of the application form will only serve to delay its processing.

In cases where policy holders have died, the beneficiary of the policy, if the insurance was in force, or to those shown to be entitled in case the insurance was lapsed, will receive the dividend payment.

Nearly 20,000,000 policies were issued to more than 16,500,000 service personnel, some of whom had two or more policies.

Of that number, some 7,215,000 are still in force. Their face value is $41,552,000,000.

WHAT'S IN A NAME

Lucky Bag



There is a wealth of grim sailor-irony behind the term lucky bag.

Over a century ago when the term was younger but no less salty, a man whose gear was found in the lucky bag might well be considered anything but lucky. Then as now, all articles found adrift in the living compartments were placed in a bag called the lucky bag. A narrative of a cruise of the old *USS Columbia* back in 1838 tells us that once a month the bag was brought to mainmast and the owners whose names appeared on the articles would get them back — with interest (ah, there's the rub).

Along with his property, each owner would receive several lashes in the bargain as a not-so-gentle reminder of his carelessness.

Increase in Allowances For Meals Is Given EMs Traveling Under Orders

Enlisted personnel traveling under orders on trains and steamers have been granted an increase in allowances for meals.

Effective as of 1 June 1949, enlisted men were granted — while traveling on trains and steamers — an allowance of $1.25 for breakfast, $1.50 for lunch and $1.75 for dinner. This allowance is for meals taken in the dining cars of trains and the dining rooms of steamers while actually traveling.

For meals taken elsewhere while traveling under orders an allowance is granted of $1.00 for breakfast, $1.25 for lunch and $1.50 for dinner.

When quarters are not furnished while traveling, an allowance of $3.00 per day is granted, provided that on that specific day the allowance granted for meals has not exceeded $2.00. When the allowance expended for meals is more than $2.00, then the $3.00 allowance for quarters will be reduced by the amount in excess of $2.00 expended for meals.

In other words, a total of $5.00 per day is allowed for both quarters and meals. The revised rules regarding how this allowance may be used is designed to provide personnel with sufficient funds to cover the cost of meals while traveling, yet not exceed the maximum $5.00 allowance for both quarters and subsistence granted by law. It has been pointed out that the greater number of enlisted personnel traveling under orders are moving from one duty station to another and that government quarters are usually available at the end of the trip; and that in most cases they are ineligible for any allowance for quarters.

It should be noted that the higher quoted allowances for meals ($1.75; $1.50; $1.25) are for personnel traveling under orders *on transportation requests with cash or meal tickets.* Personnel traveling under orders at own expense subject to reimbursement are eligible to receive only the lower allowance of $1.00 for breakfast, $1.25 for lunch and $1.50 for dinner, plus such allowances for quarters as they may be entitled to in each individual case.

The Latest Word on State Bonuses for Service in World War II

Two more states, Indiana and Minnesota, have passed bonus legislation and three other states, Connecticut, Michigan and Rhode Island, have extended their deadlines since the last veterans bonus round-up (ALL HANDS, May 1949).

In addition, bonus proposals will be put before the voters in three more states — New Jersey, Pennsylvania and West Virginia — in general elections this year and in 1950.

The passage of the Indiana and Minnesota bonuses brings to 18 the number of states and territories which have authorized bonuses for veterans. In Washington, however, the original bonus legislation was declared unconstitutional by the state supreme court and a new act passed there will probably also go before the court.

Extending their original deadlines for filing for bonuses, Connecticut, Michigan and Rhode Island set their new deadlines at 1 July 1951, 9 Mar 1951 and 31 Oct 1949 respectively.

Meanwhile, there were several other changes in the bonus picture. Iowa veterans were told to obtain their forms from the Executive Secretary, World War II Service Compensation Board, 124 Des Moines Street, Des Moines 16, Iowa. The Iowa deadline is 31 Dec 1950.

A Louisiana veteran on active duty applying for his state's bonus should request his commanding officer to complete his application form according to instructions in Alnav 33-49 NDB, 31 Mar 1949 to be sure it is acceptable to that state.

Active duty personnel applying for bonuses are urged to obtain the necessary substantiating documents from their CO to minimize correspondence with BuPers.

Listed below are the provisions for Indiana, Michigan, Minnesota and Rhode Island which were not carried in the ALL HANDS May roundup. Further details will be presented as they become available.

Indiana

Amount — $10 per month for domestic service. $15 per month for foreign service. $600 total maximum payment. $600 will go to the next-of-kin of a serviceman who died in line of duty between 7 Dec 1941 and 2 Sept 1945. $600 will also go to a 100% disabled veteran and $100 to a partly disabled veteran. Veterans granted bonuses will receive an "order-to-pay" which can be converted to cash at a later date.

Service—90 days minimum, served between 7 Dec 1941 and 2 Sept 1945. Honorable discharge or separation or honorable continuation on active duty.

Residence — Legal residence for six months prior to entry into service.

Deadline — 1 Jan 1951.

Address inquiries to Bonus Division, Department of Veterans Affairs, 431 N. Meridian Street, Indianapolis, Ind.

Michigan

Amount — $10 per month for domestic service. $15 per month for foreign service. Maximum $500. Survivors are entitled to amount veteran would receive if alive.

Residence — Minimum of six months prior to entry into service.

Address inquiries to Administrator of Veterans Affairs, Shubert Bldg., St. Paul, Minn.

Rhode Island

Amount — $200 flat payment.

Service — Some service between 16 Sept 1940 and 2 Sept 1945.

Residence — Minimum of six months prior to entry into service.

Deadline — 31 Oct 1949.

Address — Veterans Bonus Board, State House, Providence, R. I.

Service — More than 60 days between 16 Sept 1940 and 30 June 1946. Honorable discharge or separation or honorable active duty.

Residence — Six months prior to entry into service.

Deadline — 9 Mar 1951.

Address Adjutant General's Office, Bonus Division, Lansing 1, Mich.

Minnesota

Amount — 10 per month for domestic service up to $270 maximum. $15 per month foreign service up to $400 maximum. Total maximum $400. Maximum payment will be made to unremarried widows, children or parents if serviceman deceased.

Service — Active duty between 7 Dec 1941 and 2 Sept 1945. No payment to men who were in service the full five years prior to 7 Dec 1941.

Alumni of San Jacinto Hold St. Louis Reunion

The USS *San Jacinto* (CVL 30) Alumni Association held its fourth annual reunion at the Chase Hotel, St. Louis, Mo., on 22-23 July 1949.

Made up of former officers who served aboard USS *San Jacinto*, the association decided to hold the 1950 reunion at Houston, Tex.

Art in Crew's Rec and Reading Rooms

Since last August the crew's recreation and reading rooms of many ships have been brightened up with pictures and etchings of naval subjects. These pictures were furnished and distributed by the Combat Art Section of the Office of Public Relations with the cooperation of the Special Services Branch of BuPers.

The original offer, announced in BuPers Circ. Ltr. 151-48, (NDB, 15 Aug 1948), applied only to vessels in active duty status. Approximately 80 per cent of the requests for pictures from these vessels have been filled. Later an invitation to shore stations to request pictures was announced. These stations are being supplied pictures on an availability basis, after the ship program is completed. Regular Navy activities receive preference. The project is designed primarily for the benefit of enlisted personnel.

Matted pictures, ready for framing, are furnished ships. Shore stations and Reserve units will be furnished only unmatted pictures.

In addition to hundreds of requests for the portfolios, the Combat Art Section is getting many inquiries such as shipping dates, number of paintings available and other miscellaneous information. The normal work load, plus the additional program being carried on for BuPers, makes answering these requests and inquiries impractical.

Those activities concerned are asked to be patient, as distribution of pictures will be completed as soon as practicable.

36 Additional Groups Listed as Considered Disloyal to the U.S.

Naval personnel have been warned against joining or associating in any way with 36 additional groups which are considered by the Attorney General to be disloyal to the U. S.

By joining one of these organizations or by being in sympathy with its aims, a sailor will jeopardize his naval career.

The new list, put out by the Attorney General, supplements a list of the subversive organizations previously designated which was published to the fleet and reported in ALL HANDS, March 1949, p. 42.

The names of the 36 additional groups are contained in BuPers Circ. Ltr. 98-49 (NDB, 15 June 1949). Groups which are considered as "disloyal" are those which:

- Are totalitarian, fascist, communist or subversive.
- Advocate or approve the commission of acts of violence or force to deny persons their rights under the U. S. Constitution.
- Seek to alter the U. S. government by unconstitutional means.

Details about how loyalty investigations of naval personnel will be conducted by the Office of Naval Intelligence and the standards which will govern these investigations are contained in SecNav Ltr dated 10 Jan 1949 and in BuPers Circ. Ltr. 4-49, both in NDB, 15 Jan 1949.

BuPers officials emphasize that the lists of disloyal groups should be made known to persons enlisting, reenlisting, being appointed or reappointed.

Under a recent directive, these persons must now sign a loyalty form similar to those required of Civil Service personnel.

Here are the 36 organizations recently termed subversive by the Attorney General:

Fascist

American Nationalist Party
American National Labor Party
American National Socialist League
American National Socialist Party
Committee for National Action
National Blue Star Mothers of America
Nationalist Action League

Communist

Abraham Lincoln Brigade
Action Committee to Free Spain Now
American Committee for Spanish Freedom
American Jewish Labor Council
American Russian Institute, New York
American Russian Institute, Philadelphia
American Russian Institute of Southern California, Los Angeles
Citizens Committee to Free Earl Browder
Citizens Committee for Harry Bridges
Comite Coordinador Pro Republica Espanola
Committee for a Democratic Far Eastern Policy
Commonwealth College, Mena, Arkansas
Detroit Youth Assembly
Hawaii Civil Liberties Committee
Michigan School of Social Science
North American Committee to Aid Spanish Democracy
North American Spanish Aid Committee
Oklahoma Committee to Defend Political Prisoners
Progressive German-Americans, Progressive German-Americans of Chicago
Schappes Defense Committee
Schneiderman-Darcy Defense Committee
United Spanish Aid Committee
Washington Commonwealth Federation

Organizations approving use of force and violence to deny others their rights under the Constitution of the United States.

American Christian Nationalist Party
Association of Georgia Klans
Knights of the White Camellia
Original Southern Klans, Incorporated

Organizations approving alteration of government by unconstitutional means.

Industrial Workers of the World
Nationalist Party of Puerto Rico

Cargo Handling Course For Qualified Officers

A class is scheduled to convene 4 October for the six months' course for officers offered at NavScol, Cargo Handling, Naval Supply Center, Oakland, Calif. The students will be taught general transportation and shipping duties in the following categories: shiploading and discharging; marine terminal operation; air, rail, truck and ocean traffic, and air cargo terminal operation.

Deadline for receipt of applications by the Chief of Naval Personnel (Attn: Pers-422) is 15 Aug 1949. Additional information is contained in BuPers Circ. Ltr. 97-49 (NDB, 30 June 1949), which invited applications from qualified officers.

N. Y. Maritime College Offers Marine Science Degree

The New York State Maritime College, one of the five state and federal institutions which train future officers of the civilian merchant marine, now offers a four-year college course and awards a degree of Bachelor of Marine Science.

During World War II, this institution at Fort Schuyler, N. Y., provided a three-year course of instruction. Previously called the New York State Maritime Academy, it has been in existence since 1872.

Graduates of this college are licensed as third mates or third assistant engineers, and are commissioned as ensigns in the Merchant Marine Naval Reserve on inactive duty.

State maritime institutions are also established in Massachusetts, Maine, and California. The federal government has established the United States Merchant Marine Academy at Kings Point, Long Island, N. Y.

Certain MarCor Officers Get Exams 29-30 August

Professional examinations for promotion of certain Marine Corps officers will be held on 29 and 30 August. Officers who are in the following categories and have not been examined already will take the examinations:

- All regular second lieutenants whose date of rank is 1946.
- Regular officers holding permanent appointments in grade of first lieutenant or above who are recommended for promotion by selection boards.
- Regular officers holding permanent grade of warrant officer who are individually designated by MarCorps as having sufficient service for promotion.

Announcement of the end-of-August examinations was contained in Alnav 65-49 (NDB, 15 June 1949). The Alnav calls on COs to report the following information immediately to Headquarters, Marine Corps: name, rank, serial number and present duty station of the officers referred to above who have not been examined.

New System for Officer Promotion Exams to Be Effective 1 Jan 1950

A new system of professional examinations designed to bring officer promotion qualifications up to date with the postwar Navy has been announced to the fleet.

Professional examination for promotion of officers was suspended during the war. An interim system of exams was put into effect in 1949 (see ALL HANDS, April 1949) and will remain in effect until the new system comes into use 1 Jan 1950.

Every Regular officer in the fleet who is considered for promotion to any rank from lieutenant (junior grade) to captain will be required to pass an appropriate exam to determine his professional fitness.

The new exams for line officers will put increased emphasis on fleet operations (especially aircraft) and on aviation subjects such as ordnance and gunnery. Except for these broad changes, the line exam will be similar in scope to that used before the war.

The content of both the line and staff professional exams, however, has undergone a great change in line with new concepts and techniques of naval warfare developed during World War II.

Officers who are assigned to schools ashore and who enroll for correspondence courses will get credit for these courses and in some cases exemption from exam under the new exam set-up. The exams will be prepared, distributed and graded by the Naval Examining Center, Norfolk, Va., which was established earlier this year for that purpose.

The new professional exam system for officers is outlined in BuPers Circ. Ltr. 105-49 (NDB, 30 June 1949). Further information on professional exams for warrant and commissioned warrant rank will be out soon.

Questions used on the exams will be of two types. Objective-type (e.g. multiple choice) will be employed in the tests for ranks from lieutenant (junior grade) to lieutenant commander. Essay-type questions will be used for the commander and captain exams.

The tests will be given, as in the past, by supervisory boards which will convene generally every six months in different geographic areas.

The qualifications for all categories of officers to be tested are divided into three major groups called "areas":

Executive area — Basic principles of administration, military law and international relations. All officers, whether of the line or staff, unrestricted or restricted, must take the exam in this area.

Operations area — The questions in this area will be different for line and staff and will vary also with grade and classification. Subjects such as ship operation, communications and strategy and tactics will be covered.

Technical area — In this area questions will pin down an officer's knowledge of his specialty e.g. ordnance and gunnery, or supply.

Certain other points concerning the new exams are covered in this circular letter:

- Officers who hold a spot promotion are not exempted from taking an exam.
- Wave line officers will be examined essentially as outlined in the interim plan.
- Special arrangements will be made for officers who are enrolled in a course of instruction at the time set for their exam.
- For exams for commander and captain, questions may be taken from outside the established bibliography.
- Naval Reserve officers, including those on active duty, will be required to complete correspondence courses to qualify for promotion.
- Many correspondence courses, developed originally for officers of the Organized Reserve, will find use in the new Regular promotion system.

Radio and TV Sets Available To Navy Activities at Cost

Four major manufacturing concerns are selling radio and television sets to the Navy at factory cost.

BuPers Restricted Ltr. Pers-5111-BCB, dated 5 June 1949, contains complete information on procurement procedure and was distributed to all naval districts and major commands. Additional information on the program may be obtained by writing to the Chief of Naval Personnel (Attn: Pers-5111).

Increase Is Expected In Activities Available To Train Navy Divers

The number of activities available to train Navy divers is expected to increase in the near future.

At present, six activities are authorized by the Bureau of Naval Personnel to train men to be divers, second class. Diver, second class is a qualification which is held in addition to a man's regular rating.

Activities authorized are: Submarine Rescue Barge attached to Com 12 at San Francisco, Calif., Naval Shipyard, Portsmouth, Va.; Submarine Base, New London, Conn.; Submarine Base, Pearl Harbor, T. H.; Naval School Salvage, Bayonne, N.J.; and Naval School Explosive Ordnance, Indian Head, Md. The latter two giving instruction only as part of their regular course of instruction

BuPers is now compiling a list of vessels and shore activities which are authorized to train men to become divers, second class. BuPers Circ. Ltr. 102-49 (NDB, 30 June 1949) directs all ships and stations which feel they are qualified, to submit a request for certification to BuPers.

Ships and stations should indicate a need for such training, prove that they have equipment necessary for instruction and show that they have competent supervisory personnel on board.

The bulk of requests for authorization are expected to come from shore activities and ASR, AS, AR, ARS and ARSD-type ships.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 39

1. (b) ARS. She has a fu'ly loaded displacement of 1,630 tons and a length of 213' 6". One of the *Diver Class* of salvage vessels, she has a top speed of 16.5 knots.
2. (a) General salvage work. She also has served as a school for divers.
3. (c) Commissaryman.
4. (b) Stewards.
5. (a) F2H-1.
6. (b) *Banshee*. Boasting of "an over 600 mph" top speed and a rate of climb that even a homesick angel would consider phenomenal, she was dubbed *Banshee* by a pressman at her public debut. Wailing past the spectators like a lost ghost, the name seemed a natural and it stuck.

Selection Board Is Focal Point of Officer Promotion System

Every person who rises above lieutenant (junior grade) in the Navy must be judged by a selection board.

A selection board is not merely a name for something that you cannot quite fathom or put your finger on. It is something very definite and understandable.

It is a group of experienced senior officers who gather around a table in Washington to pass on officers' qualifications for promotion to new and more difficult duties.

The selection board is a hard-working group, fully conscious of the fact that it is the focal point of the Navy's officer promotion system.

Following a wartime deemphasis, the selection board is now coming back into its own.

Both the country and the Navy will gain by its reappearance.

During World War II, most officers were promoted without benefit of selection, promoted on the basis of length of service (seniority) or by spot promotions.

With the end of the war, however, the Navy turned once again to its selection system. A new and improved selection system was devised which would provide each officer with a blueprint for a successful career.

Thus, officers who enter the service from the Naval Academy and from NROTC college programs and from the Reserve or civilian life as well as those who earn their commissions from the ranks, can see the steps in their career laid out before them like a well-marked chart.

Selection boards are inspection points along this path to success in the Navy. Here officers are checked by their superiors. Those meeting the required standards are recommended for tougher and more rewarding assignments.

The selection board as it is known today is the result of more than 30 years of development and improvement.

"We have found from experience that there is no such thing as a perfect promotion system; but we have constantly been striving to improve our promotion methods for the best interests of the Navy — and of the individual — as far as it is practicable to do so," Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel, has said.

To do this has required a series of promotion acts. The granddaddy of the current promotion law was an act passed by Congress in 1916 — just before World War I.

The 1916 law put into effect many recommendations of a special board which had investigated the Navy promotion system of the time from tip to toe. This board, incidentally, was headed by the then-Assistant Secretary of the Navy Franklin D. Roosevelt.

The new act provided for "selection up," or selection of officers found best fitted for promotion. This was a radical change from the system then in effect, that of promotion by length of service (seniority) and "selection out" or "plucking."

The 1916 act included another new idea — quotas. Quotas, proportionate to the size of the fleet, were to be established for all grades of officers.

As vacancies occurred in the quotas of officers for each grade, these vacancies were to be filled with officers chosen through careful selection by a board of their superiors.

This plan of selection continues to be the Navy's concept of officer promotion to this day.

The system provides for a continuous flow of promotion through all grades and for a means of eliminating less competent officers to make room for more efficient leaders. Selection recognizes outstanding performances of duty, thus providing an incentive to excel on the part of the officers of the fleet.

The original act proved sound and the Navy extended and broadened its system. In 1918 the selection principle was extended to the Supply Corps. Later it was applied to other staff officers. In 1934, it was broad-

100,000 Reservists Get Training Duty

A new record for peacetime training of Naval Reservists has been established this year as 100,000 returned to active duty for training purposes during the summer months.

The civilian Navy went by land, sea and air to refresher and training courses in all phases of naval warfare. Fifty thousand Reservists, one-half of the record-setting total, reported to seagoing billets aboard cruisers, destroyers, submarines, aircraft carriers and smaller vessels.

Among the 30,000 trainees reporting to naval schools and bases for duty were Reservist "activation" teams who were taught procedures for rapid reactivation to combat status of ships in the "mothball" fleet.

In the Reserve's aviation training program, 4,000 pilots, 1,000 ground officers and 15,000 enlisted men went on active duty at naval air stations and aboard aircraft carriers. As well as flight refresher courses, the Reserve airmen also received carrier requalification tests aboard five carriers — USS *Cabot* (CVL 28), USS *Franklin D. Roosevelt* (CVB 42), USS *Saipan* (CVL 48), USS *Siboney* (CVE 112) and USS *Wright* (CVL 49).

A new feature in the air program this year was the indoctrination of 2,100 Naval Reserve seaman recruits who served summer enlistments at 20 activities of the Naval Air Reserve Training Command.

A salt-water introduction to amphibious warfare was experienced by 1,800 Reserve midshipmen from 52 colleges as part of their summer training program conducted at the Naval Amphibious Base, Little Creek, Va., during July.

The latest submarine techniques were taught to more than 2,700 Reserve submariners who filled billets aboard Navy underseas fighters while another 3,300 attended classes at New London, Conn., and San Francisco, Calif.

Newport, R. I., and San Diego, Calif., naval stations saw 1,100 Reserve college students report for summer training as officer candidates while at 70 other naval schools, Reservists reported twice a month for short courses in numerous subjects which included sonar, mine warfare, salvage, damage control, combat intelligence, chemical warfare and torpedo handling.

ened to include promotions to lieutenant commander and lieutenant.

Briefly, here is the story of selection.

• The names and records of all lieutenants (junior grade) and above who are eligible for promotion shall go before a selection board.

• The board is told how many vacancies are available to be filled in any one grade.

• The board selects the best fitted eligible officers to fill those vacancies.

How is an average selection board made up?

The average selection board for line officers is composed of nine officers, all senior to the rank to which they will recommend promotions (and not below the grade of Captain). The board also includes certain alternate members and a recorder. Selection boards are ordered to convene by the Secretary of the Navy at least once each year.

Whom does the board consider?

The board considers all officers in a "promotion zone" for that year as well as officers senior to the promotion zone who have previously been "passed over," or not selected. The board also considers eligible officers junior to the promotion zone (see below).

What is a promotion zone?

This is something new. It is designed to smooth out the flow of qualified officers through the ranks and to give each officer the same chance to be promoted when his time comes.

A promotion zone is a block of officers — all with a predetermined length of service in grade — which is formulated by SecNav, who takes into account the long-range needs of the service.

Although the selection board makes most of its choices for promotion from this promotion zone, it may also dip down to select officers below the promotion zone who have shown outstanding ability and have a minimum time in grade (up to five per cent of those selected may be in this category).

It may also select officers above the promotion zone who have been once passed over.

The number of officers to be included in any promotion zone is carefully calculated from an estimate of the officers of that grade who will be needed in the next five years. This serves to equalize the percentage of officers selected from year to year for any one grade.

Since everyone cannot be an admiral, the number of officers in any promotion zone is usually larger than the number to be selected. This year, for example, an average of 95 per cent of those in promotion zones were recommended for promotion. The average is expected to gradually decrease and to finally hover around 80 per cent.

Selection boards for the higher ranks consider officers not only for promotion but also for continuation on the active list. Unrestricted line flag officers who twice fail of selection for continuation on active duty, will be retired from the Navy, thus making room for younger officers to move up.

The same goes for captains who have the designators EDO, AEDO or SD. Selection boards for captains in these classifications who have a certain length of service will recommend those captains who are to be promoted and also those who are to be continued on the active list.

Staff officers too are promoted through selection boards. Staff selection boards take their cue from the line. Staff officers are assigned running mates in the line and become eligible for selection by their own boards (which are usually five instead of nine members) when their line counterparts become eligible.

The job of any selection board, whether it is line or staff, is not an easy one or one that can be done in a hurry. Each officer's record must be carefully considered. No maximum time is allotted any board.

Let's look at a typical selection board — one for line lieutenants.

The board is about to convene. There are nine regular members of the board — all captains or above. These officers are all unrestricted line officers.

There are a number of alternate members of the board too. These officers are restricted line officers, i.e. EDO, AEDO or SD. The alternate members are qualified to judge EDO, AEDO and SD lieutenants (junior grade) for promotion to lieutenant in their specialty.

A room in the Bureau of Personnel building in Washington has been set aside for the board meeting. The recorder has been busier than a one-armed paperhanger getting the room ready for the board.

The complete record of each officer — fitness reports, confidential and general correspondence relating to the officer, courts-martial, medical record and material submitted by the

Waiting List for Advancement to CPO

Names of 3,220 first class petty officers were published in BuPers Circ. Ltr. 91-49 (NDB, 31 May 1949) as being on the waiting list for CPO, acting appointment, and Chief Steward, acting appointment.

The list, in strict order of final multiple standing within that rating, covers candidates who passed the service-wide examination in entirety but who did not stand high enough on the list for immediate advancement.

Since immediate advancement was authorized for all successful candidates in certain ratings, no waiting list appears for the following ratings: RD, SO, FT, ET, AT, FP, ML, PM, OM, TD, AB, AG, AC, YN, AK, LI, PH, DM, JO, BU, CD, SW, CE and CT.

There were no successful candidates for IMCA, SVCA and UTCA, so no advancements in those ratings have been authorized, nor does a waiting list of these three ratings appear in the circular letter.

The waiting list will be cancelled as of 1 Dec 1949, or on such date as may be designated for the next service-wide competitive examination. Any additional advancements, prior to that date, will be authorized by separate letter in strict numerical order from the waiting list.

The number of persons on the waiting list are as follows according to rating groups — BM, 137; QM, 135; GM, 116; FC, 73; DC, 24; RM, 39; MM, 172; EN, 382; AD, 786; MR, 5; TM, 42; MN, 5; AO, 82; AL, 59; EM, 40; AE, 36; IC, 37; BT, 145; ME, 44; AM, 147; PR, 56; PN, 51; TE, 7; SK, 45; DK, 15; MA, 8; PI, 5; AF, 20; CS, 193; SH, 7; MU, 19; CM, 2; HM, 186; DT, 37; SD, 63.

officer concerned — all this must be gathered together and prepared for instant use by the board members.

Supplies — stacks of paper, handfuls of pencils, tally sheets, work sheets, copies of the Officer Personnel Act of 1947 — these and many other items must be provided. The recorder must also arrange for stenographers, a messenger, several orderlies and a medical adviser for the board.

Finally, the recorder notifies the president of the selection board that everything is ready.

Congress has laid down no hard and fast rules to be followed by a selection board. Within the provisions of the law, the board is free to "make its own ground rules," that is to determine for itself how it will select the officers who are best fitted to be promoted.

The job of the board — and it is a big one — is to progressively narrow the field of officers who are eligible until only as many as the yearly quota will permit (or less) remain.

The heart of the narrowing process is "briefing." Briefing an officer's records, a member of the board familiarizes himself with all the important information about that officer, at the same time comparing his capabilities with those of other eligible officers.

To aid in this briefing, the member will usually use a work sheet as a summary of each officer's capabilities. Each tour of duty is jotted down along with an evaluation of the officer in that duty.

The member may note down other factors which serve to describe the officer's ability and then may assign to the officer an over-all rating such as A, B or C. This serves as a handy guide and brackets the officer with others of comparable ability and experience.

To provide as wide a sampling as possible in a reasonable length of time, the records of each officer being considered may be briefed by several members of the board.

After several briefings, the board meets to narrow the field. After additional briefings, the field may be further narrowed.

Yet more briefings, rebriefings, conferences, votes and elimination of names and the number of officers to be selected finally falls within the quota set aside by SecNav for the board to fill.

While the regular board members are briefing the unrestricted line officers, alternate members usually brief the records of EDO, AEDO and SD officers.

After this preliminary briefing, the board itself is then reconstituted to consider these restricted officers. Three alternate members (each with the specialty being considered) sit with the six senior regular members while the board selects its quota of restricted officers.

Finally, after many days of work, the number of officers to be selected, both restricted and unrestricted, is narrowed down to the prescribed number. Selection is then formally made by a two-thirds vote of the members of the selection board.

The selection completed, the recorder writes the report of the board. This report is then approved by the Judge Advocate General and sent to the Secretary to be forwarded to the President.

If the board's work is approved by the President, an Alnav is sent to the fleet publishing the findings of the selection board.

So if you think selection is easy, remember the group around the table in Washington — and the time and thought that has gone into making the Navy promotion system the fairest one yet devised.

Data Required for Files Of Active Duty Officers

Up-to-date personal biographies of naval officers on active duty should be on file in the Bureau of Naval Personnel for use as background material for press and publicity purposes.

BuPers Circ. Ltr. 94-49 (NDB, 15 June 1949) requires that one copy of the Officer Biography Sheet, NavPers 979, (obtainable at District Publications and Printing Offices) be submitted initially by 1 Sept 1949. These sheets will be considered authoritative and another one must be submitted whenever significant changes occur after the first sheet has been filed.

Recent photographs will continue to be submitted in accordance with BuPers Circ. Ltr. 239-48 (NDB, 15 Dec 1948) and BuPers Manual 1948, Art. B-2204.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 59 — Directs half-masting of colors at specified hours for all ships not underway.

No. 60 — Gives details of funeral services for James Forrestal, first Secretary of Defense.

No. 61 — Farewell message of John L. Sullivan, then Secretary of the Navy.

No. 62 — Announces resignation of SecNav John L. Sullivan and UnderSecNav W. John Kenney and acceptance of office by SecNav Francis P. Matthews and UnderSecNav Dan A. Kimball.

No. 63 — SecDefense Louis Johnson expresses faith in the merits of pay reforms.

No. 64 — Directs attention to CNO Ltr. 47-734 (AS&SL, July-December 1947), authorization of customs free gift parcels which expires 30 June 1949. (See p. 4.)

No. 65 — Professional examination date for officers not previously examined.

No. 66 — Increase in allowances for meals while traveling under orders. (See p. 50.)

No. 67 — Letters already mailed to individuals concerned who are to be reverted to their permanent status in accordance with Alnav 10-49 (NDB, 15 Feb 1949).

No. 68 — Precautionary measures in handling electric megaphone systems.

No. 69 — Increase in commuted and leave rations as of 1 July 1949.

BuPers Circular Letters

No. 88 — Announces Presidential approval of officers of the Navy and Naval Reserve on active duty to promotion to grades contained therein.

No. 89 — Personnel authorized to

wear combat distinguishing device on the Legion of Merit, Bronze Star Medal and Commendation Ribbon.

No. 90 — Selectees for commissions in limited duty status.

No. 91 — Waiting list for CPO (acting appointment) and CCS (acting appointment).

No. 92 — Announces Presidential approval of officers recommended for promotion to grades contained therein.

No. 93 — Assures equal opportunity for all transportation companies to serve naval personnel. (See p. 57.)

No. 94 — Information regarding procedure for filling out officer biography sheet (NavPers 979).

No. 95 — Change I to Manual of Qualifications for Advancements in Rating (NavPers 18,068).

No. 96 — Officers selected for retention in the Regular Navy.

No. 97 — Requests applications from officers desiring instruction cargo handling at Naval Supply Center, Oakland, California.

No. 98 — Additions to loyalty procedure organizations designated by the Attorney General. (See p. 52.)

No. 99 — States authority to issue permanent change of duty orders to officers.

No. 100 — Officers soon to be due for promotion to grades below commander.

No. 101 — Dates of correspondence courses available in naval science by the Naval War College to officer and enlisted personnel.

No. 102 — Designates activities qualified to train divers second class.

No. 103 — Deadline for submitting applications in foreign language training.

No. 104 — Amends BuPers Circ. Ltr. 196-48 (NDB, 31 Oct 1948) with reference to GCM of officers.

No. 105 — Examination plan for officers taking professional examinations. (See p. 53.)

No. 106 — Service-wide competitive examinations for advancement to CPO (acting appointment) and gives instructions to Selection Board convening for CPO exams. (See p. 43.)

No. 107 — Designates date of service-wide competitive examinations for advancement to CPO (acting appointment).

High Praise Accorded Hero of Explosion

"It was my duty — the safety of my personnel. I just followed the book."

Thus Sammie T. Neel, GMC, USN, hero of an explosion 4 June 1949 aboard the Navy destroyer USS *Maddox* (DD 731), flagship of Destroyer Division 92, modestly explained his action during U. S. Naval Reserve gunnery training exercises off the Washington State coast.



S. T. Neel, GMC

When a 20-mm. anti-aircraft shell primer exploded, setting the magazine on fire, Neel tore the flaming magazine from the gun and hurled it overboard.

"A man in his right mind doesn't pick up burning ammunition," Chief Neel observed later, "But I didn't have any time to think about it."

D. A. Hanson, SA, USNR, of Portland, Ore., was wounded severely in the upper left leg by the exploding primer. *Maddox* rushed to Pier 91 at Seattle and Hanson was taken to the U. S. Naval Hospital, Bremerton, Washington.

High praise for his action was given Chief Neel by CDR M. L. McCullough, Jr., USN, commander of the Destroyer Division.

"Had it not been for the quick thinking and action of Chief Neel, it is probable that the remaining ammunition in the magazine would have exploded and possibly caused several deaths," he said.

Neel, who enlisted in 1940 at Blountstown, Fla., served aboard cargo ships and tankers during World War II.

Maddox and USS *Samuel N. Moore* (DD 747), another destroyer, were returning from a reserve training cruise to Southeastern Alaska at the time of the accident. — Margie Kent, JOSA, USN.

All Transportation Companies Assured Equal Opportunity To Serve Naval Personnel

The Navy is making sure that all reliable transportation companies have an equal chance to serve personnel traveling on leave. At the same time, it points out that some small independent bus and airline operators may not be sound enough, financially, to be fully responsible and reliable.

BuPers Circ. Ltr. 93-49 (NDB, 15 June 1949) is devoted to these matters.

The letter points out that when personnel pay for transportation and are not subject to reimbursement by the government, they are free to contract with any common carrier representative. Also, it states that permitting the sale of travel tickets aboard ship or on naval reservations is largely under cognizance of the CO or the commandant of the naval district.

However, the Bureau feels that the Navy has a moral obligation to its personnel regarding soliciting passenger business on Navy ships or naval reservations. This is in respect to the reliability and responsibility of any type public carrier that may be permitted thus to solicit business.

"Consequently," the letter says, "commandants and COs should assure that only bona fide representatives of reputable carriers are permitted to solicit individual passenger business on board naval ships or on naval stations. Unless circumstances preclude, equal opportunity should be afforded all such carrier representatives."

In most cases, information concerning these representatives and the carriers they represent may be obtained from naval district passenger transportation offices.

The letter reminds all hands that a 15 per cent federal transportation tax must be paid on transportation purchased by naval personnel on leave.

It is further suggested that all personnel on leave acquaint themselves with the soundness and reliability of carriers in their vicinity.

BOOKS: VARIETY IS KEYNOTE OF MONTH'S VOLUMES

VARIETY is the keynote this month, and let's start off with a first-rate volume of World War II history.

• *Coral Sea, Midway and Submarine Actions, April 1942 — August 1942*, by Samuel Eliot Morison; Little, Brown and Company.

This is the fourth volume of the history of U. S. naval operations in World War II, which will consist of 14 volumes when completed. The first three are The Battle of the Atlantic, Operations in North African Waters and Rising Sun in the Pacific.

Here the reader is taken back to the grave weeks of early 1942 when Japan was flushed with victories. It seemed that Japan was prepared to occupy Port Moresby and thereby put northern Australia within range of their warships and bombers. Papua, the New Hebrides and New Caledonia were in danger. Loss of these small land masses would give Japan control of the Coral Sea and force Australia out of the war.

On 4 June the Battle of Midway dispelled Japanese dreams of further conquest.

In these few weeks a terrific amount of action took place in the South Pacific, and this book takes the reader through each hour of it. Working within the Navy Department, the author had access to great masses of top-level facts and figures. Yet, he has woven into the book the thoughts, emotions, aspirations and fears of every man aboard the ships and planes that were there. While learning the thoughts and plans of the admirals — both American and Japanese — the reader at the same time keeps in touch with the sailors who cleaned up the gedunk stand's provisions while waiting to abandon ship.

In the last third of the book the scene changes. While much of the action takes place in the same areas as treated earlier in the book, the point of view is now from beneath the water instead of from its surface or the air above it. Also, there is coverage of Aleutian submarine patrols.

Taken either alone or in company with the others of the series, this book is good reading. And that is true whether one is reading for interest and pleasure or for a bird's-eye view of what went on out there in the South Pacific. Voluminous footnotes give many interesting and illuminating sources and sidelights.

★ ★ ★

• *Prepare Them For Caesar*, by May Louise Mabie; Little, Brown and Company.

This is a historical novel which is really based on history. And the hero of the novel is a well-known character in history who is relatively new in fiction.

Julius Caesar, age 21, was penniless and in exile. Although he was apparently without prospects, he had already crossed the Rubicon in his mind. Later, he left no person in Rome untouched by the flames of his ambition. He used men and women alike in his determination to make the world of Rome his own.

This is the only recent novel that tells the entire story of Caesar's adult life. It's an historical novel of love, ambition, intrigue, violence and war. Its hero is one of the world's great geniuses, seen as a living, flesh-and-blood man.

★ ★ ★

• *Twilight on the Floods*, by Marguerite Steen; Doubleday and Company, Inc.

Here is a big new novel by the author of "The Sun Is My Undoing," which made a big hit a few years ago.

Bristol, England, and the western part of Africa are the areas touched upon in this saga of Johnny Flood and his family during the 1890s. The pull of adventure and the African coast was strong in Johnny Flood from boyhood. At 14 he ran away to sea and got his first taste of the lusty life he loved. Then, after a few years in his uncle's shipping business, he won reward in the form of a dangerous mission to the Gold Coast of Africa. There, he became obsessed with a desire to improve the lot of the African natives. This obsession followed him through many years and into the Ashanti wars.

There's adventure, romance and color in this book.

★ ★ ★

• *Mines, Minelayers and Minelaying*, by Captain J. S. Cowie, R.N.; Oxford University Press.

Captain Cowie traces the development and use of sea mines from the 16th century to the present day. He touches on the legal aspects of mine warfare and the contributions of scientists and engineers to mine development. He covers the British minelaying campaigns in both world wars.

For the ordinary reader, the book is an enjoyable historical survey. For naval and military officers, it is an unusual textbook.

The author is Head of Research and Development in the Underwater Weapons Department at the Admiralty.

★ ★ ★

The books reviewed here are a few of the new volumes of fact and fiction chosen by BuPers in recent weeks for your ship or station library.



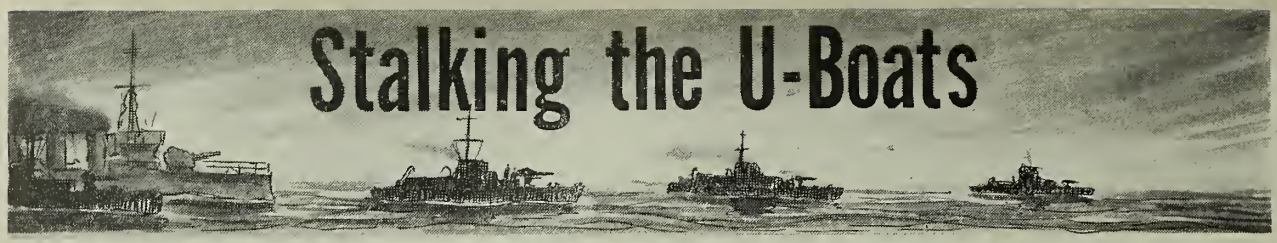
BOMBING of *Shokaku* class carrier during battle of Coral Sea is described in *Coral Sea, Midway and Submarine Actions, April 1942—August 1942.*

Stalking the U-Boats



WORLD WAR I ATLANTIC PATROL

Blind Man's Buff—From the pages of "Brittany Patrol, the Story of the Suicide Fleet" by H. Wickcliffe Rose comes this story of Navy duty in 1917. Reprinted with permission of W. W. Norton and Co., New York.



Stalking the U-Boats

How much has warfare changed since World War I? From this account of anti-submarine warfare in 1917 you can get some kind of an idea.

On one side are wealthy Americans' yachts gone to war, rigged up with mines and depth charges that didn't go off and equipped with engines which gave them no speed advantage over the convoys they escorted.

On the other side were German submarines which all too often floundered on the surface during a heavy storm, whose torpedoes passed beneath and on all sides of an intended victim.

Ships were sunk and so were submarines. During the year and a half the Brittany Patrol operated out of Brest, France, under French orders and often in company with French ships, the anti-sub forces finally caught up with and passed the submarine in technical advantage.

The change was quick. In October, 1917, German subs sank 24 allied ships right under the noses of the Brittany Patrol. But in the month of March, 1918, the loss column registered zero.

This is a story of times before the change. USS Emeline *is a converted yacht, operating with other similar vessels of the Brittany Patrol formerly the property of the J. P. Morgans, the Astors and others. Its narrator, H. Wickcliffe Rose, is the World War I counterpart of today's radioman.*

EMELINE'S turn for patrol duty came on September 16, 1917, when she slipped bow and stern lines, swung from between the two buoys, and steamed out through the breakwater off Brest, France.

When the ship was halfway across the bay, I went into the wireless shack to see whether Weisman was getting anything. At 1430 the quartermaster reported a signal which had just appeared at *Sultana's* yard arm ordering the northbound convoy under way from the anchorage. A few sharp toots of the yacht's whistle were answered by the clanking of chains as a dozen anchors were brought up.

Sultana then hoisted the signal "Follow me" and headed out. The French pilot, a native Breton who had been assigned to our vessel until the officers became familiar with the coast, now took over the bridge and conned the ship, with the others standing by to learn the eccentricities of the entrance. The ships formed in column as they passed around the Pointe des Espagnols and *Emeline* fell in on the starboard flank. The French trawler *Taureau* fell in astern as the third escort. Our orders were to accompany the convoy toward Wolf Rock, off the southwestern tip of England, where we would deliver the ships to the care of British escorts.

When we were piped below for supper, the long column of miscellaneous freighters had rounded Pointe St. Mathieu and was seeking its way northward through the narrow and rocky Chenal du Four.

2

There was some apprehension when it was seen that the twelve steamers spread out over six miles in the channel. The crew was eager to get into action, and all thoughts were directed toward the possibility of a submarine attack. With three escorts for this line of ships, it began to appear that our part was going to be hard to play. In the forecastle and in the midship compartment at supper there were long discussions as to how we might reach a sub if one should attack a ship, say, two miles down the column. Only the black gang and engine-room force were cheerful. They were pleased at the way the engine was making 87 turns, with steam for 110; but our best speed was not much greater than that of the merchantmen.

The scarcity of sufficient escort vessels was now apparent to all of us. We wondered how one would see a sub even alongside on a dark night, and we speculated on how much more easily a sub at surface level could see a ship outlined against the sky, even in the dark. It was a game of blind man's buff, and we were "it." The problem was ours, however, and since those were the conditions of the game, all hands seemed to agree on making up in watchfulness, seamanship, and gunnery what the escorts lacked in numbers and speed. We had a feeling, too, that regardless of our effectiveness, our presence had a moral effect both on U-boats and the merchant skippers.

On the evening watch, I had hardly adjusted the phones and the crystal detector when FFK opened up with her grumbling spark and addressed all Allied merchant and war vessels with a warning message in French.

This war warning was of a type sent out periodically during the twenty-four hours by the French naval stations. The latitudes and longitudes given designated points at sea where ships had sighted and reported enemy submarines during the day, and after each appeared the time that such report was made.

On convoy we logged every message possible, regardless of its origin or address. This kept the operator busy every minute of the watch. I had copied several messages between Lands End and British vessels, and had begun taking down one from a French warship, when the message was interrupted by the arresting "dit dit dit daa daa daa dit dit dit" of an SOS. Hearing this sound by wireless sends cold shivers down the spine. It is like hearing the sudden, distant wail of a wildcat in the mountains at night. My heart always missed several beats when I heard that weird voice of distress calling frantically over the sea.

"SOS SOS SOS," it pleaded, "4830 North 7 West—Torpedoed—Sinking Rapidly—dit dit psssss."

Before the call letters of the ship were transmitted, the spark spluttered and then died out completely; water

must have covered the generator in the torpedoed ship and cut off the power. With her engine room flooded, she probably sank in a very few minutes. With vivid pictures in my mind of lifeboats being hurriedly launched in the darkness and of men drowning with the sinking ship, I reported the message to the captain. But the position was far from our course, and we could only hope that help would come from nearer by.

When Fass, our third wireless man, relieved me at midnight, I went on the signal deck to take a look around and to sniff a few breaths of fresh air after four hours in the stuffy cabin. In the darkness that obliterated everything but the forms of ships closest by, I was surprised to see a long string of lights ahead, bobbing to the regular ground swells. At first I thought that we had run into a fleet of fishing boats carrying riding lights, but as I watched it became evident that the lights maintained their distance ahead. As my eyes grew accustomed to the darkness, I made out the forms of a few ships in that direction, and then I realized that they were carrying stern lights. The lights were shaded and trained down in such a way that they could be seen only from the stern, but they were visible for several miles, and the farther away one saw them, the larger they appeared. It seemed a dangerous bait to the enemy, for a submarine running on the surface could overtake most of these ships, and could hold its own with them submerged; but the lights had been allowed the ship masters as a compromise when the convoy system was adopted.

I learned next morning that we had dropped the convoy at 0225 and had turned back. Most of the night, however, I worked on a series of messages between the Skipper and Brest. A German submarine was reported laying mines in the entrance channels, and our escort group was ordered on patrol. All morning *Emeline* fought heavy seas in the Chenal de la Helle, while lookouts posted alow and aloft searched the heaving gray waters for a periscope. While the yacht plunged and rolled, the signal boy clung to the rail, and remarked to the quartermaster on the appropriateness of the channel's name. Without having seen anything of a submarine, we headed in after noon and joined the other at Camaret in the long entrance to the harbor, and awaited the southbound convoy.

3

When Captain Williams returned aboard next morning, he was met at the gangway by Mr. Keene. I was working on the signal deck with a Q.M. and heard him remark, "We were pretty lucky, Keene. The sub beat us to it in the Helle Channel the other day, and had already laid his mines before we began our patrol. So we spent the morning running about in the mine field, and it's fortunate that we are here and able to talk about it. The officers of the *Noma* have something to tell, too. They had a brush with the sub that morning while we were patrolling. It was on the surface—"

At this point I lost the story, as the skipper and the O.O.D. walked aft and disappeared into the captain's cabin. We could hardly wait to get ashore where we could get the details. I rated liberty that afternoon, and it did not take long to find a group of men from *Noma* in the Y.M.C.A.

From one of them I learned of *Noma's* trip, which was the talk of the base. At the same time that we started north on our first trip, *Noma* left for the south with *Carola* and a convoy of freighters. When the SOS that I had heard that first night was picked up by the shore station, the base ordered *Noma* to detach and go to the rescue. The yacht left the convoy at once and put on full speed for the open sea toward the position given by the torpedoed ship. She did not find any trace of the ship, but early on the following morning, while patrolling off Penmarch Point, the officer of the deck was startled by the appearance of a German submarine running on the surface at a thousand yards east of the yacht. No one was visible on deck, and apparently the sub was watching for the convoy which must round that point. In an instant he had the yacht in full action. The gongs brought the crew to battle stations, and the Captain, Lieutenant Commander L. R. Leahy, took over the deck. The engineer threw open the throttle and the screws churned up a broad, foaming wake—as the ship dashed at full speed toward the enemy boat. No. 1 and No. 3 guns of the starboard battery opened fire at the U-boat, which was now making frantic efforts to escape; the Germans had evidently been surprised. As the yacht bore down on the boat, two rounds were fired from the forward gun and three from the after gun. The first shot aft appeared to go just over the conning tower and the second fell a little short. Within two minutes, under a foam of bubbles from her tanks, the U-boat submerged and disappeared. The bubbles quickly vanished, and there remained nothing on the rolling gray sea to mark the spot where the boat had been.

The crew was kept at general quarters, for the captain still held hopes that the enemy might reappear. At 1000 a French hydroplane from Camaret flew over and dropped a message on the water near by, which was quickly fished aboard the yacht.

"Sighted submarine 8 miles SW," it read. *Noma* again went to emergency speed and headed in that direction. However, nothing further was seen of the enemy boat, although for hours the lookouts scanned the ocean with their glasses. The Germans had undoubtedly gone under for safety while this combination of air and surface craft swept the vicinity.

Maurice Fass, our third wireless man, had been transferred to *Emeline* from *Noma*. Judging by his accounts of the experiences of that yacht during the short time that she had been in the war zone, it seemed that she had a faculty for running upon game much like that of a well-trained bird dog.

The day before reaching Brest on her way over with the first division of yachts, *Noma,* in company with *Kanawha,* sighted a periscope in the late afternoon bearing on the port bow. It disappeared for a moment and reappeared on the port beam. *Noma* was turned left at full speed and an attempt was made to ram the submarine. The periscope again appeared, this time about four hundred yards on the port quarter. The crew fired rifles at it with no effect. The main battery at this point had the sights on the periscope when *Kanawha* came in line beyond, and fire was withheld. The periscope was then submerged and was not seen again.

That same evening at 2100 on July 3, 1917, *Noma* received an SOS from the American *SS Orleans* stating that she had been torpedoed. The position given was only five miles from the spot where the submarine had been sighted by *Noma*—47° 12′ N., 7° 40′ W., 165 miles WSW of Belle Ile.

Germany's UC-61, which sent *Orleans* to the bottom, put an end to a historic ship. *Orleans* was the first American vessel to pass through the blockade declared by Ger-

Stalking the U-Boats (CONTINUED)

many, and as she entered the port of Bordeaux her arrival was greeted with an enthusiastic celebration. Now she was gone, and four of her gallant crew with her.

4

One afternoon while he had the radio watch in port, Fass told me how *Noma* came to the rescue of *Dunraven*. The story of *Dunraven* now ranks as one of the courageous naval exploits of the war and repetition cannot overemphasize the bravery of the crew which manned the British mystery ship.

Dunraven, commanded by Captain Gordon Campbell, the youngest captain in the Royal Navy, belonged to the class of Q-ships, or mystery ships, whose duty it was to deceive and decoy submarines. She was an ordinary tramp steamer to all outward appearances, and one of a very humble aspect—but behind her collapsible bulwarks and canvas screens were concealed heavy guns and depth charges, while down below her waterline were two torpedo tubes, one on either side, water-tight compartments, and a load of timber to keep the vessel afloat as long as possible after being torpedoed.

The object of such a ship was the very opposite of that of the cargo carriers. She invited the enemy's torpedo by her slow speed and by the fact that she always operated alone, for her one hope lay in luring the submarine to within sure range where the concealed deck guns or torpedoes might reach her. Captain Campbell had four submarines to his credit, and *Dunraven* had been decorated with the Victoria Cross.

On the morning of August 8, 1917, *Dunraven* sighted an enemy submarine while cruising between England and the coast of France. She opened fire at the boat with her small after gun, which was the only one visible from the outside, and which was smaller and less effective than any of her concealed battery. The shells were deliberately dropped short of the submarine so as to deceive the German commander as to their actual range, but the commander in this case was a wary individual. Stories had already been brought back to Kiel of tricks played by the British merchant ships, and orders had been sent to every submarine commander to be on his guard and to follow certain precautions in dealing with crippled ships.

The Germans manned their deck gun and opened fire from several thousand yards. After a very few shots, the exact range was found, and shells began crashing into *Dunraven*. One shot went through the side near the engine room, and at a signal from the captain, the ship stopped, blew off a cloud of steam as though the boilers were disabled, and a "panic party" lowered a boat in haste and confusion and rowed away from the ship's side.

The boat was headed for a position on *Dunraven's* beam where both the guns and the torpedo would bear, for frequently a submarine would close in on the boat to question the men before finishing off the ship. On board, the remainder of the crew lay flat on deck at their stations near the concealed guns and depth charges. If the submarine closed in with the ship's boat, the "panic party" would have to take its chances on being included in the burst of fire from the mystery ship.

But the submarine commander had been warned against hasty action, and he continued pouring shells into *Dunraven,* meanwhile cruising in very slowly from a position on the ship's quarter. Several shots struck aft where men and ammunition were concentrated, and one shot detonated a depth charge, which exploded and blew an officer several yards across the deck. It wounded a seaman as well, but both men crept back to their positions and doggedly awaited the opportune moment when the captain would give the word.

Another shell exploded in the deck and set it afire. The flames quickly spread and crept aft toward the men, beneath whom lay the magazines where a large supply of ammunition was stored. The anxious crew could not fight the fire without giving themselves away to the cautious enemy, but if the flames reached the magazine it would explode beneath them. It was a terrible position to be in, and the very inactivity made it more so. If they could only spring to their guns and get in a few shots before the explosion, it would not matter so much whether they were injured or disclosed to the enemy, but it was torture lying flat on the deck, moving about occasionally when their hands began to blister, watching the creeping flames, and hoping for the command to action.

The submarine closed to within a few hundred yards of the ship while keeping up the steady bombardment. Captain Campbell then saw that the moment had arrived, for the enemy boat was within the range of a damaging fire from the concealed guns. He was about to give the signal that would cause all the camouflaged screens and bulwarks to be lowered and the crews to jump to the guns, when the U-boat drifted into the cloud of smoke wafted off to leeward from the burning deck.

The supreme moment was lost, and it was necessary to await another opportunity. The fire grew in intensity and finally reached the magazine. With a loud roar and crashing of decks, the ammunition exploded, and the after gun with its entire crew was hurled into the air, along with splinters and shells. By a miracle, none of the men were killed outright, but to them the tragedy lay in the fact that the sudden appearance of guns, shells and men tumbling in the air above the ship's side had revealed their intent to the U-boat. That vessel hastily submerged, and in a moment another terrific explosion told that *Dunraven* had been torpedoed.

They now sent away another boat as though they had finally abandoned shiip, while the rest of them still lay concealed, hoping that even yet the submarine might present a target. The fire raged with increased intensity, sweeping through the mangled after part of the ship and spreading forward to the superstructure. The captain, from behind a screen, saw the submarine break the surface astern, where the ship's guns could not be brought to bear on her. The Germans came out of the hatch and again manned their gun, with which they raked the burning ship at piont-blank range. The patient Britishers received the punishment without flinching, and the submarine commander became practically sure that the ship had been entirely vacated. He submerged his boat and came up abeam of the ship at a short distance.

At last the time had come! She was in line with the torpedo tube on that side,and Captain Campbell gave the signal below to fire. Anxiously he watched the water alongside through his peephole in the canvas screen, and presently a white stream of bubbles shot out from the ship's side toward the U-boat. There was an anxious moment of anticipation, and then the white wake passed the submarine by a few feet and continued its rapid course in the sea.

The Captain's heart sank with the submarine, which submerged and disappeared, but hope was again revived when the boat suddenly reappeared on the opposite side. The Germans evidently were oblivious of their narrow escape, and now fate placed them on a line with the other torpedo tube as if deliberately giving *Dunraven's* crew one more chance. A second torpedo was fired, but like the first it missed the boat and continued on its way. The submarine submerged so hurriedly this time that they had obviously seen their danger, and now the game was up. The Germans remained below and left the crew of the burning ship to their fate.

At this point Captain Campbell radioed for help, and *Noma* hurried in at full speed.

5

"We soon saw the smoke of the burning ship," said Fass, tipping back his chair and using his pencil as a telescope. "We went to general quarters and ran for *Dunraven* at full speed. The guns were manned because we hoped that the sub might still be around. And it was.

"Before we reached the ship we sighted the sub's periscope dead ahead crossing our bow from starboard to port. It was silvery white against the darker, choppy water. I'll bet the sub had her periscope trained on *Dunraven* and didn't see us coming up from the other side, because she didn't make any effort to go under. We swung a little left and ran right over the boat. The periscope went aft along our port side so close aboard that the main guns could not be depressed enough to bear. The men on deck fired automatics and rifles, but a periscope is a small target. We could see the dark hull under water as it went by, painted with dark green and black wavy stripes. The French pilot, Rouxelle, shouted, 'Mine!', and the captain thought that he meant that it might be a dummy periscope with a mine attached. Then the pilot motioned to drop a mine or depth charge. As the periscope reached our stern the gunner's mate heaved two Sperry mines over, and they sank right on the boat. We listened for the explosions and expected to be showered with water and pieces of flying submarine. I hunched my shoulders to ward them off, but nothing happened. The U-boat passed on astern and soon disappeared for good and all. The mines must have clinked against the boat's sides on the way down."

Dunraven and *Noma* had the two most disappointed crews imaginable, while the U-boat crew went their way little realizing how they had been favored by fate.

Meanwhile HMS *Attack* and *Christopher* had joined *Dunraven*. These destroyers came from different directions, one making a smoke screen as she circled the yacht and *Dunraven*. As nothing further was seen of the submarine, *Dunraven* signaled for medical assistance. A party from *Noma* composed of Assistant Surgeon Van Winkle, Pharmacist's Mate Dossin and Ensign Bartlett went over in a small boat.

The party returned aboard *Noma* with two wounded men, who had been at the after gun at the time of the explosion. Alexander S. Morrison, Seaman, RNR, was seriously wounded and was not expected to live. He was brought aboard on a stretcher. John S. Martindale, Seaman, RNR, wounded to the bone in the right shoulder, and with his young face smeared with grime, was taken to the sick bay. The balance of *Dunraven's* crew, about twenty, remained aboard their ship, while *Christopher* took her in tow and set out for Plymouth. The destroyer *Attack* left, and *Noma* proceeded with the tow as escort.

Next morning, after a French destroyer joined them, *Noma* left at the request of *Christopher* and took the wounded men to Brest. Morrison died there at the base hospital. Every effort was made to save *Dunraven,* but at 0130, August 10th, on the way to port, she had to be abandoned on account of rough seas, and she sank.

"Even that was not the last we saw of the infernal sub," said Fass, continuing his description of the trip. "On the way back to Brest we sighted a steamer lying with her hull well down. A few minutes later a lookout reported a periscope near the steamer, and we went to battle stations again, hoping this time to sink the U-boat. Our guns opened up, but at the first few shots the periscope disappeared, and we could not find any further sign of her."

The German boat that fought *Dunraven* was the small UC-71 out of Flanders Flotilla by way of Zeebrugge. It was under command of Reinhold Salzwedel, a tall, fair, blue-eyed boy, liked by his crew and a favorite at the base. He won the Pour le Merite by sinking over a hundred and fifty thousand tons of shipping and was acclaimed for disposing of *Dunraven*. In December of the same year he was lost when the UB-81 hit a mine while attempting to pass through the Channel barrier.

Captain Leahy's report to headquarters covering *Noma's* engagement helped to bring about the most important change in our equipment that took place during the war. On account of the miserable failure of the mines with which the yachts were equipped, *Corsair* ran over to Plymouth for a supply of the British depth charges which had recently been invented. This effective weapon was comparatively simple, consisting of a large can of TNT with a detonating charge in the core. The tension of a spring holding the trigger could be adjusted to resist the pressure of water and to yield only at a certain depth; thus the charge could be set to explode at any depth required.

An improvement was later made by the American Navy, after a few disastrous experiences of premature explosions. The detonator charge and firing mechanism were placed at opposite ends of the core, and before the charge could be fired there had to be sufficient pressure of water to drive the one down to contact with the other. Guns had proved to be practically worthless against a submarine, but depth charges became dangerously effective.



TAFFRAIL TALK

AMONG THE TALES brought back from San Francisco by Hal Walton, AD1, USN, who covered the All-Navy boxing tournament there for ALL HANDS, is the one about a near "dual duel" between two sets of brothers.

Brothers Earl and Sam Williams, sailors from Hogansville, Ga., had been stationed together for some time, but when half-brothers CPL Rudy Lara and PFC Armond Goetter met at the tournament, it was the first time the San Antonio, Texas, Marines had seen each other in over a year.

Texas-brother Goetter missed meeting Georgia-brother Earl Williams in the finals of the lightweight class by a split decision in the semi-finals. In the finals of the featherweight class, however, Texas-brother Lara met Georgia-brother Sam Williams – and lost by a split decision!

★ ★ ★

"Has anyone notified you," says a letter from R. W. Reed, GMC, USN, on recruiting duty in Grand Forks, N. D., "that the Union

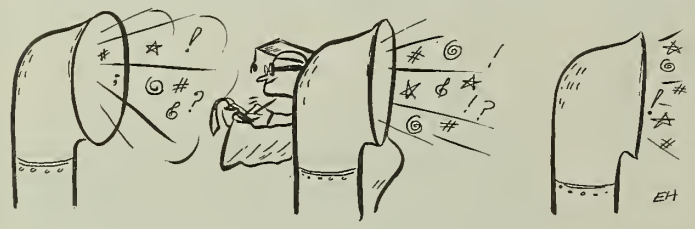


Jack in the picture of USS *Randall* on the inside back cover of the May issue is flying upside down – or are my eyes getting bad?"

After close inspection, we can affirm that Recruiter Reed's eyes are super-sharp, indeed. We can see it too – with a magnifying glass.

★ ★ ★

Aside from such outlandish jargon as might be heard only on USS *Chicot*, sailors can help a college professor write a glossary



of sea terms by submitting to him nautical terminology and sea lingo which has come into usage only recently or which isn't widely known. Send your ideas to Dr. Eli Sobel, Department of Germanic Languages, University of California at Los Angeles.

★ ★ ★

Lieutenant E. L. Hayes, USNR, who took the fine pictures of the *Constitution* appearing in our June issue, says that photographic trip was much more pleasant than another pic shooting journey made during the war. In 1943 he took a several thousand mile photographic trip across China – in an oxcart.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

● AT RIGHT: Old Glory flies proudly from the stern of USS *Thomas Jefferson* (APA 30) while USS *General W. A. Mann* (AP 112) is tugged into a berth at the Naval Supply Center, Oakland, Calif.


SNUG HARBOR

Get the early word

to help you plan your future in the Navy through a personal subscription to *ALL HANDS*



HERE'S HOW: Send check or money order for $2.00 for one year's subscription to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Check or money order should be made payable to the Superintendent of Documents.

D208.3: 13Sep 49

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

SEPTEMBER 1949





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

SEPTEMBER 1949 Navpers-O NUMBER 391

REAR ADMIRAL THOMAS L. SPRAGUE, USN
The Chief of Naval Personnel

REAR ADMIRAL JOHN W. ROPER, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

	Page
They Arm the Fleet	2
The Word	6
Noisy Fish Disturb Deep-Sea Peace	8
Your Career Is Personnel Man's Job	10
Getting Shipboard Savvy	14
Roundup of All-Navy Winners	16
Navy Sports Summary	18
World's Largest Water Tunnel	22
Ordnance Reserve Covers Wide Range	24
Letters to the Editor	28
Today's Navy	32
Flexible Navy Needed to Carry Out Mission	38
Servicescope: News of Other Armed Services	40
Bulletin Board	42
Shore Billets Increased	42
Legislative Roundup	44
Directives in Brief	45
Unclaimed Bank Accounts Found	46
Aviation Cadet Program	48
Some Commissaries to Be Closed	50
Battle Efficiency Awards	52
Correspondence Courses	54
Books: Fiction's the Fare	58
Book Supplement: *Prisoner of Tripoli*	59
Taffrail Talk	64

• FRONT COVER: A group of Navy men get a closeup of work on one of the big guns at the Naval Gun Factory, Washington, D. C., which celebrates its 150th anniversary during the week of 26 September through 2 October.—*All Hands* photo by Joseph Kassler, Jr.

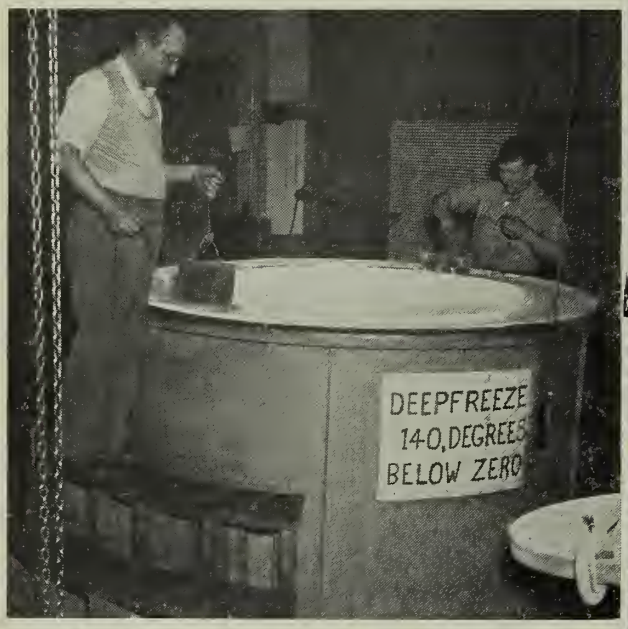
• AT LEFT: A sailor photographs two of his marine friends against a background of ancient ruins in Athens, Greece, during a visit of USS *Huntington* (CL 107) to that city. This picture was made in the historic Parthenon.

CREDITS: All photographs published in *All Hands* are official U. S. Navy photographs unless otherwise designated: p. 32, upper right, AP; pp. 40-41, Coast Guard, except upper right; p. 63, Naval Historical Foundation.

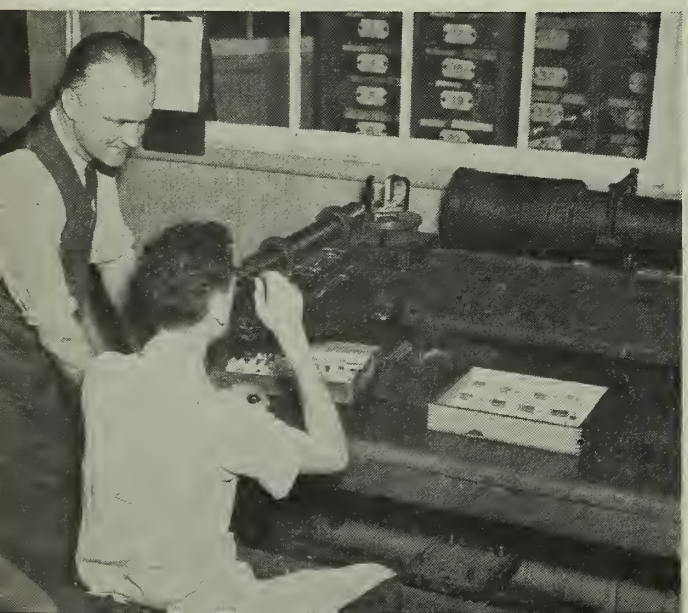
THEY ARM



INCANDESCENT steel rod is drawn from oil furnace as men look on—standing clear of blast of heat (above).

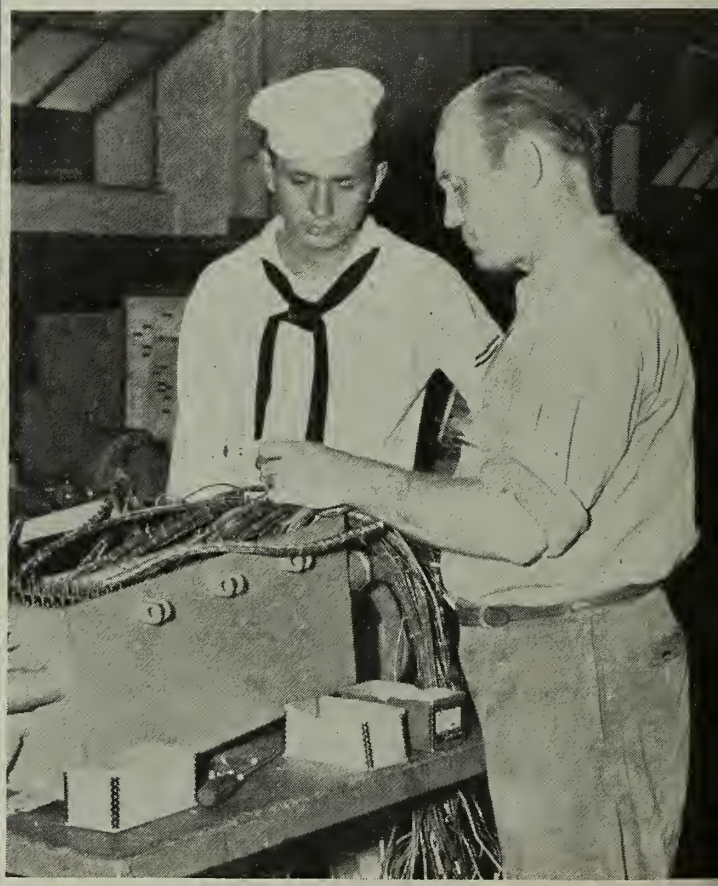


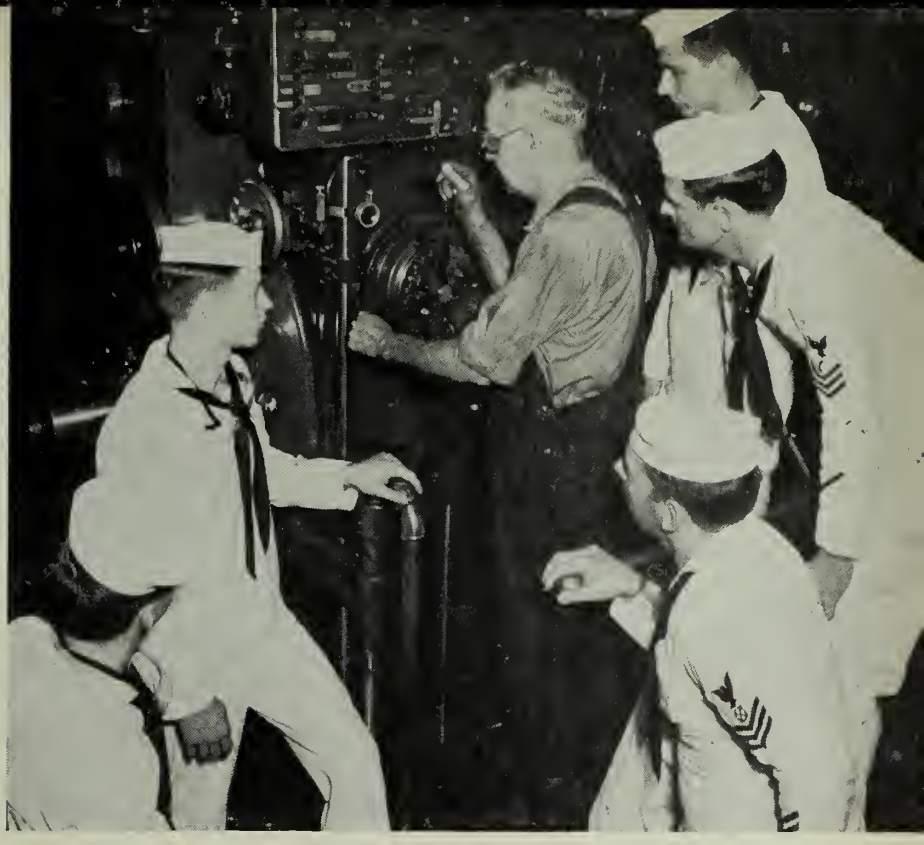
PREPARATION is made to lower materials into freeze chamber. Below: Men in optical shop check equipment.





WORKMAN demonstrates vertical lathe (above). Below: electrician explains complex wiring within a terminal box.





VETERAN Navy Gun Factory machinist moves the controls which guide a ponderous boring machine in its exacting task as five sailors watch intently.

Gun Factory Anniversary Marks 150 Years Of Advancement and Growth

ONE DAY 148 years ago, passers-by happening near the Anacostia River in the District of Columbia perceived that something new was being added. A stack of fresh, fragrant lumber stood upon the grass near the foot of 8th Street, Southeast, and the sound of hammers rang in the air. Those that inquired learned that the first building was going up in the Washington Navy Yard.

Actually, the Navy Yard had come into being almost two years earlier — on 2 Oct 1799. But the house that was constructed in 1781 — the "Second Officer's House" — was the first structure to be built within its boundaries.

Much has been accomplished in the past century and a half in the area bounded by 1st, 11th and M Streets, Southeast, and the Anacostia River, District of Columbia. Many other buildings grew up around the Second Officer's House as the years went by. Many ships were repaired, rebuilt and remodeled. Then in 1886, the activity changed from a Navy Yard to an ordnance plant. It was still called the Washington Navy Yard, however, until 1945. In that year the present name of Naval Gun Factor was applied.

This year — from 26 Sept through 2 Oct — the Naval Gun Factory will conduct a gala event to celebrate its 150th anniversary. Visitors trooping through the historic grounds and buildings will find an activity that has kept pace with the times. The Gun Factory's open house policy during the week will permit the guests to throng through all 35 shops. There they will see the most advanced armament-making machinery in the world.

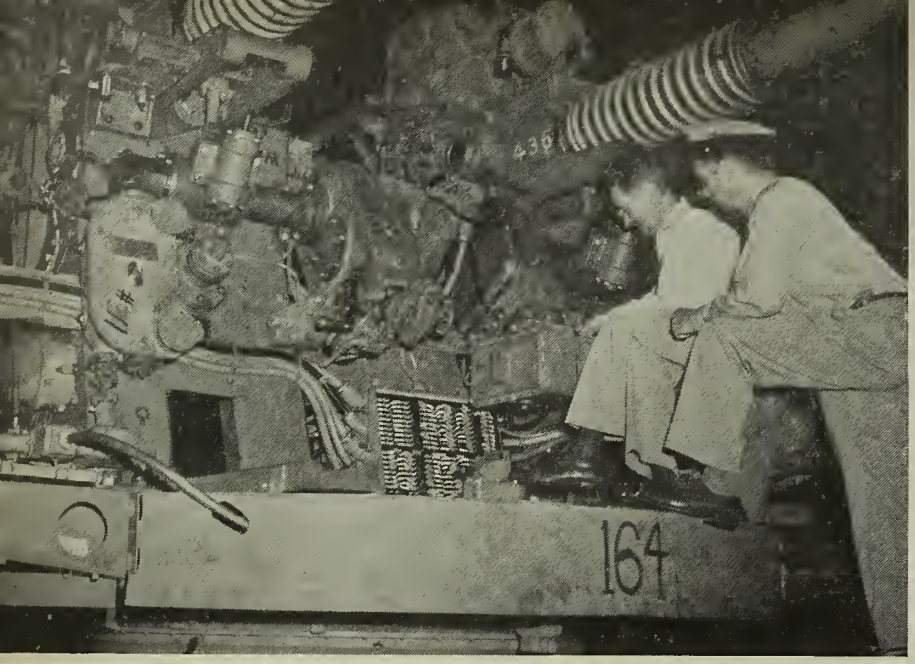
Let us suppose the visitor begins his tour in the northeast corner of the yard, at the Aircraft Armament Shop. There he will find the latest types of armament for fighting planes and the machinery to develop it and improve it. New types of bomb shackles and releases, aircraft rocket launchers, machine guns of all sizes and calibers, aircraft flare containers, weapon controls and many similar devices come under study and research there.

Strolling down to the center of the yard, the sight-seer might look into Shop 1 — the gun carriage shop. Here he will get a look at some of the heavyweight equipment with which the yard abounds. He will see standing in the long L-shaped building such mechanical mastodons as the following: Gear planers capable of handling gears up to 20 feet in diameter, planers with beds 15 feet wide and vertical boring mills with a capacity of as much as 25 feet. Here 390 men per shift have been employed, in as many as three shifts a day.

If John Visitor is still tracking down the biggest and most spectacular things to see, he might trek next to the assembly shop — Shop 5, just north of the gun carriage shop. Here is the assembly point of main battery ordnance and large broadside mounts such as the "5-inch twins" and 5-inch 54-caliber mounts. The 8-inch rapid fire turrets for *Salem* class heavy cruisers were assembled here, as well as the 5-inch 54-caliber mounts for *Midway* class carriers. Another project of this shop is the V-2 rocket launcher.

Farther west, near the north edge of the yard, the guest would enter Shop 7, the gun shop — probably more truly the heart of the yard than any other building. Here he would gaze upon the finest gun-making equipment in the world. If they were in operation, he would no doubt find the 10 great electrically-heated shrinking pits the most awesome sight in the yard. These terrifying holes in the ground are employed in inserting and removing the liners that go in our naval guns. The pits can be heated to 800° Fahrenheit, and are large enough and deep enough to receive the biggest shootin' a'rns the Navy has. The big rifles are lowered away vertically.

There, too, he would see a number of turning lathes big enough to handle work seven and one-half feet in diameter and 94 feet long. Also to be gasped at in this shop are machines capable of boring a 56-inch diameter hole 86 feet long and others that can create hydraulic pressures of 125,000 pounds per square inch. The shop has overhead crane facilities whose hooks can rise 120 feet above the



DEVELOPED by the Navy Gun Factory, the highly efficient 3-inch 50 caliber testifies to our continuing world leadership in the field of naval ordnance.

ground. A standard shift at the gun shop consists of 255 men.

Other plants which, if busy, will make the visitor's eyes pop or his ears ring are the foundries, the forge shop and the boilermaker shop. But the tourist would be making a mistake if he devoted all his attention to the yard's most dramatic sights. He might miss what is actually the yard's biggest activity, measured in man power — the building trades shop which can employ 1,500 persons per shift. Also, he would miss all the quiet, exacting activities such as the optical shop with its school, the pattern and joiner shop, the plating shop and the electronic shop.

Vast but not as spectacular from a sight-seeing standpoint as some of the other departments is the supply department. This activity occupies 14 principal buildings at the Gun Factory and across the river in the Bellevue Annex. All told, the buildings provide 32 acres of floor space. Except for certain gun mounts and large assemblies, all the output of the Naval Gun Factory is treated for preservation and is crated by the supply department.

Also at Bellevue is the Naval Magazine, another activity of the Naval Gun Factory. Here, two large buildings house ordnance equipment. One of the structures is specially equipped for storing fire control equipment. The other is an unusually large building arranged and equipped for storing heavy ordnance. This second building has a standard-gauge railroad track inside it and overhead crane facilities to all bays. Large items such as 6-inch triple slides and complete 5-inch mounts can be moved about at will under its roof.

Back at the Naval Gun Factory proper, John Visitor will also see some interesting places and things not connected with the production of ordnance. For instance, there is the Deep Sea Diving School with, as a special attraction, its little museum of American and foreign diving equipment. Under the same roof is the Experimental Diving Unit where some of the Navy's unsung heroes daily risk their lives and health to make diving safer and more effective.

A few hundred feet down the river lies — most of the time — the gleaming white Navy yacht USS *Williamsburg*. This ship is maintained expressly for the use of the President and his guests. Across the road from *Williamsburg's* pier is Willard Park, where many war mementoes are on display.

The week of hospitality will include many special attractions. A few of them are special exhibits, band concerts, a night marine pageant and a power-boat regatta.

Despite the accent on *today*, many visitors will find their imaginations going back to the yard's beginning. Maybe some will imagine that the ghost of Benjamin Latrobe is walking beside them over the ancient paving stones. . . .

Benjamin Henry Latrobe was just about the first person to have anything to do with the Washington Navy Yard — except for Thomas Jefferson. Latrobe was a sort of universal genius, and Jefferson had a scheme that would make use of that genius. The scheme — to be put into practical form by Latrobe — was to have a basin 800 feet long and 175 feet wide built on the bank of the Anacostia River, with its bottom about level with the river's surface. Ships would be floated into it through a lock, and then the main basin would be drained.

The purpose of this huge dry dock was to be an early form of preservation. It was computed that 12 frigates —practically the entire Navy of that day—could be accommodated by the basin at one time. Under the roof that was to be built over it, the ships were expected to endure the passage of time "as well as the beams of a house." Cost of the whole project was to be only $1,000,000, but Congress turned it down. Advocates of the Navy were opposed to having the Navy stored away where it couldn't be used for training crews. Opponents of the Navy didn't want to spend the money to preserve it.

Work on the yard went ahead, though — even though the super-shed for ships was lacking. The north wall was built and the timber shed begun in 1805. The gate and guard house



POWER HAMMER delivers a blow on an

was built in 1806. Offices of the yard, the joiner shops and the timber shed were completed in 1807 and the blacksmith shop was begun. In 1808 the foundry and the blacksmith's, plumber's, armorer's and tinman's shops were finished. The rolling mill and "tilthammer" were begun that year, as well as shops for riggers, painters, guncarriage makers, and storehouses.

The brig *Vixen* was hauled out in the fall of 1810, and as far as records show, that was the first ship overhaul job the Washington Navy Yard handled. The brig's underwater area was completely coppered, and she was relaunched on 5 Jan 1811. While work continued on *Vixen*, the brig *Hornet* was hauled out on 10 January.

The frigate *Constitution — Old Ironsides* — entered the yard in April 1812. After having her armament and other equipment removed, she was careened and newly coppered. (Careening was a practice of laying a ship on its side so that half the bottom at a time would be exposed.) A new bowsprit and foremast were installed, many of her spars were altered, and the ship was refitted with new sails. After her overhaul, *Constitution* was equipped for sea and sent to join other American ships for the War of 1812.

Heart of the old yard was a steam engine of vast power and proportions. This busy engine drove the tilthammer, blew the blacksmith's fire, rolled iron plates, milled lead for sheathing and ballast, sawed timber, bored pumps and drove the machinery for making blocks for use in tackles. All this it did while bolted securely down in one spot. The maze of shafts and pulleys required to transfer its power about the shops often gave trouble, however. Also, lube oil for its 18-inch cylinder and other points of friction was hard to get. So, regardless of the $5,200 of Government money the engine represented, it wasn't used for long.

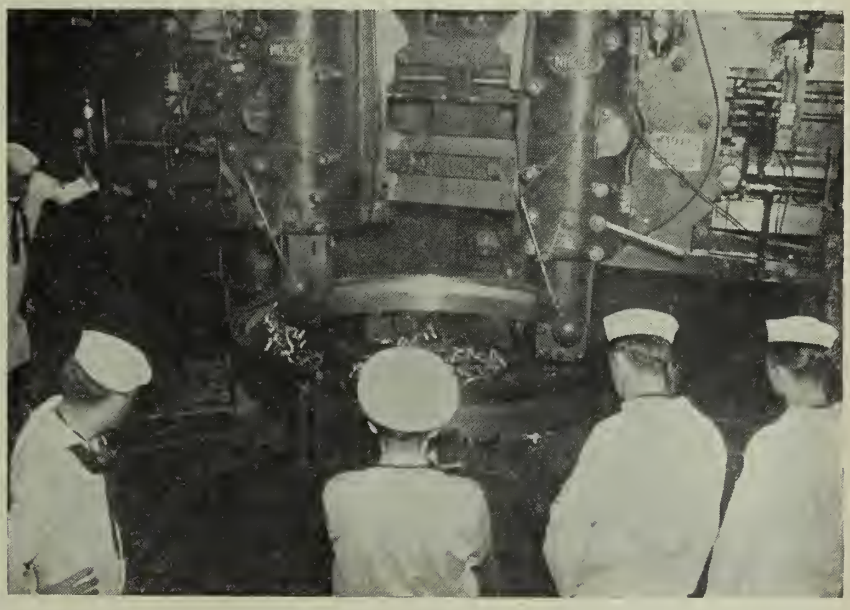
By that time the yard was in high gear, however — even though its great engine was not. — And it has never shifted into neutral or reverse through all its century and a half. Today almost 10,000 workers stream into its shops each morning. In time of emergency that number almost triples. The Naval Gun Factory bears its years lightly and is strictly in step with the times as some of her latest projects in guided missiles and electronics would prove.

As she rolls on toward her bicentennial, the Naval Gun Factory expects to remain the foremost manufacturer of naval ordnance in the world.



SCIENTIST in overalls peers into an instrument as precise as any watchmaker's as the Navy's latest antiaircraft gun receives its final adjustments.





ingot of glowing metal (left). Right: As Navy men watch, a double-headed lathe peels shavings from a large steel ring.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **REQUIRED READING** — The Deputy Chief of Naval Operations (Logistics) has prepared a brochure on the subject of logistics which is being distributed to all ships and stations. Of interest to all officers of all ranks, it is considered by the Chief of Naval Personnel to be mandatory reading.

The booklet is light and readable and outlines the entire logistical function. Requirements, procurement, distribution to the operating forces and the influence of logistics on international relations are some of the phases covered in the new pamphlet.

Senior officers will be interested in the discussion of policy and organizational matters with which they are normally concerned. At the same time the booklet will acquaint them with the type of problems with which their juniors are confronted in logistical planning and execution.

The brochure is not intended to replace the more detailed manuals and publications covering the subject. It will, however, provide a better mutual understanding between the line and staff corps of their relationships and responsibilities in the total logistical effort.

The Naval War College soon will distribute a logistics correspondence course and eventually officers will be responsible for certain logistical knowledge in connection with promotion examinations. Until this course becomes available the Chief of Naval Operations recommends this book to all officers for their individual studies in the logistical field.

• **CHIEF STEWARDS** — Chief stewards — SDCs and SDCAs — are now considered as chief petty officers and are to be accorded the prerogatives of the CPO status as prescribed by U. S. Naval Regulations and the BuPers Manual.

BuPers Circ. Ltr. 115-49 (NDB, 30 July 1949) announces the change in status of chief stewards. Appropriate changes to the Bureau of Naval Personnel Manual will be made available by the Bureau in the near future.

• **CODE NUMBERS** — Officers being ordered to new duty will now have their qualification code numbers printed on their orders so that COs will have advanced information concerning the types of experience that a newly reporting officer has acquired.

BuPers Circ. Ltr. 119-49 (NDB, 30 July 1949) is the directive which calls for the new procedure. The letter states that "Commencing about 1 Sept 1949 duty orders issued by the Bureau of Naval Personnel to officers of the rank of commander and below, with the exception of newly commissioned ensigns and staff corps officers, will include code numbers to identify the officers' most significant skills and qualifications." The directive also states that the publication called NavPers 15006 (revised March 1949) — The Code for the Classification of Naval Officers' Qualifications — is being issued to all ships and stations.

Code numbers will appear on orders in the following locations:

• Dispatch orders — at the end of the dispatch following the abbreviation "Qual."

• Letter orders — at the bottom of the letter in a column headed "Qual." (An officer may have as many as five code numbers, depending upon his experience.)

• Multiple address orders — as in the foregoing two instances, with the

Leader of USS Boxer's Prize Band Retires

With ruffles and flourishes by the band he recently had led in winning musical honors, Chief Musician Samuel Offenbach, USN, strode briskly across the gangway, returning the salute of eight fellow CPOs acting as sideboys.

After 30 years and 19 days of active naval service, Chief Offenbach was retiring.

The commanding officer of USS *Boxer* (CV 21) personally escorted the retiring chief to the gangway where he was piped over the side by the CPO sideboys and *Boxer's* band burst forth with "Auld Lang Syne."

Chief Offenbach will settle down at his home in Orlando, Fla., with his wife and son.

In a sense, Chief Offenbach took care of his replacement, for his 17-year-old son Kenneth enlisted in the Navy for a career shortly before his dad retired.



PIPED OVER the side with eight CPOs as sideboys, Chief Samuel Offenbach, USN, swings down *Boxer's* gangway to strains of 'Auld Lange Syne.'



FIRST WOMAN to take course at NavScol Fire Fighting at Pearl Harbor is LTJG W. Goodhart.

Nurse Aboard a Transport Learns How to Fight Fire

If a fire ever breaks out aboard the naval transport USS *General H. W. Butner* (AP 113), every crew member will be prepared to fight it — and we do mean *every* crew member.

While in Pearl Harbor not long ago, *Butner's* CO sent to fire fighting school all members of the ship's complement who had not attended a two-day fire fighting course previously. Ashore to battle smoke and flame went the following personnel: 14 enlisted men, one dentist, one chaplain and one nurse.

Nurses are carried aboard *General H. W. Butner* to care for women and children passengers. Let motion-sick passengers be warned not to shout too loudly for water in the middle of the night. Imagine a white-clad figure approaching on the dead run with a hissing fog nozzle instead of a tinkling glass.

officer's last name indicated immediately before the code numbers that apply to that officer.

The CO is no less free than before in deciding which duties will be assigned to a newly reporting officer, the circular letter points out, "nor does it decrease a commanding officer's responsibility of providing for rotation of an officer's duties in order to round out his experience."

• **HEALTH PAMPHLET** — How to keep yourself physically fit is the subject of an illustrated pamphlet soon to be distributed to the fleet.

Entitled "Feel Alive," the booklet will contain the basic facts of exercise and diet and is being prepared jointly by BuPers and BuMed.

It is intended primarily for use by naval officers and will be given wide distribution.

• **PUBINFO CENTERS** — Unification among the armed forces was given an added boost with the announcement of the establishment of two additional joint Army, Navy and Air Force Public Information Centers.

The two new Armed Forces Public Information Centers are to be at Seattle, Washington, and New York, N. Y., to bring the total to four such offices in the U. S. to date.

Late in 1948 the first unified PIO set-up was established in the San Francisco, Calif., area and was followed a little later by the establishment of a similar office in Los Angeles, Calif.

The joint offices have been set up to improve liaison between the services in public information matters of mutual concern and will be more convenient for the press.

• **HOUSING AID** — Personnel transferred to the Washington, D. C., area may request housing assistance from a joint Armed Forces Housing Office located in the Pentagon building.

Established on recommendation of the Munitions Board, the joint office assists officers and enlisted personnel of the three services in their search for permanent or temporary housing. Prior to the establishment of the joint office, each service maintained a separate office for its own personnel.

Upon arrival in Washington, personnel desiring housing are advised to call the armed forces housing office, REpublic 6700, extension 74115. The office maintains listings of rooms, apartments and houses available in the Washington area.

For temporary housing, such as a hotel room, a telephone call will suffice. For permanent housing a personal interview is necessary. The office is in room 3A482 of the Pentagon.

Personnel desiring advance information before they arrive should write to Armed Forces Housing Office, room 3A482, Pentagon, Washington 25, D. C.

HERE'S YOUR NAVY



People who visit the Naval Gun Factory, Washington, D. C., during its 150th Anniversary celebration beginning this month will hear the famous U. S. Navy Band. Home base of the group is the Gun Factory's Sail Loft, which is the site of many of the band's practice sessions. From there, too, is broadcast the weekly "Navy Hour" in which the band often takes part.



A forebear of today's U. S. Navy Band was the band from the battleship USS *Kansas* which was moved ashore at the Washington Navy Yard in 1916. By 1923 this group boasted a roster of 63 musical artists. On 4 Mar 1925, President Coolidge signed a special act of Congress which made the organization the official permanent band of the Navy. On that day its present name was created.



The United States Navy Band has played on more than 3,500 radio broadcasts in the past 25 years. It has appeared in 601 cities and 45 states, as well as in Canada, Alaska, Puerto Rico, Panama, Jamaica, Haiti, and the Virgin Islands. Almost 100 musicians constitute the world renowned group. It has a selection of more than 20,000 numbers, including all types of music—swing as well as martial and the classics.

Deep-Sea Peace Is Disturbed



ALTHOUGH FISH actually have been going around making noises for millions of years, people never realized it until recently.

But science has now stepped into this intellectual void and we are finding out a lot about what Nature has known all these years but never told.

As a matter of fact a pretty complete catalog of noises of fish from Scotland to Guadalcanal has been prepared from painstaking research done by Navy scientists and others during World War II.

This "Who's Who in the Fish World" has been compiled from actual recordings of fish voices that were made by experts on sound propagation and marine life from the Naval Ordnance Laboratory near Washington, D. C., working in collaboration with scientists from several universities.

It all started in 1942 when the Navy was in the final stages of development of the acoustic mine which was later to wreak such havoc with Japanese shipping in the closing years of the war. This mine — as its name implies — was designed to detonate as the result of the noise of a ship passing over it.

Although Navy ordnance masterminds were prepared for some "background noise" — as they call it — from surf pounding on the shores and from other sources, they were caught with their earphones down when it came to fish noise.

The survey has turned up many significant facts, among which are these:

- Fish make all sorts of sounds from a barnyard-like cackle to an after-dinner burp.
- Fish noises cover a broad frequency range.
- They are generally louder in some locations than in others.
- The mating season is a great stimulation to the racket under the sea.
- Depending on the location, scientists can predict roughly the amount and prevailing frequency of fish noise that may be encountered.

As these and other facts began to emerge from the preliminary steps of the survey, Navy ordnance men found that these undersea noises could conceivably set off an acoustic mine, cause a homing torpedo to careen wildly off its course or foul up submarine listening and detecting devices to a fare-thee-well.

That decided it. The Navy went into the fish noise recording business with a vengeance.

What the experts found in the far-flung survey contributed mightily not only to the practical work of developing undersea weapons for warfare but also to pure research into fish noise — research which was skimpy until the Navy became interested in the field.

Universities and research institutions are now continuing this work which was given a big stimulus by the evaluation of the data collected by the Navy.

To gather this data, naval ordnance men and civilian scientists and biology experts combed the East Coast from Cape May to Miami with their hydrophones (underwater microphones) and disc and tape recorders, making records and taking measurements on everything that could swim.

Other experts were dispatched to a wild-life laboratory at Beaufort, N. C., where they recorded the noises of fish in segregated pools, away from their friends and other background clatter.

Yet another group took off for Chicago where they set up shop in the Chicago Aquarium and stuck their hydrophones in every glassed-in pool in the place to get their collection of noises and statistics.

A fourth group went aboard USS *Saluda* (IX 87), a 95-foot Navy sailing yawl, and cruised around in the Gulf Stream from Miami to the Bahamas, taking recordings at eight locations.

As a topper, an expert was dispatched to the South Pacific where he installed his apparatus on USS *Sumner* (AGS 5), a destroyer converted to a survey ship.

Dangling his hydrophone from a

by Noisy Fish

float which he dragged behind a small boat piled high with disc recorders, amplifiers, meters and other complicated equipment, this one-man Gallup poll took down the verbal opinions of fish in Pearl Harbor, the Ellice Islands, Nouméa, Guadalcanal and the Russell Islands.

His survey covered 11,000 miles of Pacific Ocean and took six months to complete.

As this information began filling up its files, NOL set to work analyzing and cataloging it. More information, collected by the British in different parts of the world, was a valuable addition to the work of the U. S. scientists.

In its report, NOL lists these fish as the worst offenders of underwater silence:

• Croaker — The croaker is the most common of the so-called "drumfish." Drumfish make their noise by flapping their drumming muscles against an air bladder, thus setting up resonant vibrations in the water which can be distinctly heard as far away as 25 feet. The croaker himself makes a noise which sounds for all the world like an electric drill savagely attacking a tough piece of asphalt roadway.

• Toadfish — A sluggish, ill-tempered, nest-building bottom dweller, this remarkable fish holds the world's record for loud noises underwater. Taking his cue from the ships topside, the toadfish makes a noise like a subdued steamboat whistle, a low-pitched sound of a half-second duration. He is strictly a bass and bleats in an unvarying monotone.

• Spot — Another of the drumfish, this fish makes a significant contribution to the racket at the bottom of the sea. A solitary fish who likes to be by himself — and for that reason is easy to pick up — he is a bit quieter than most but his raucous honk can be heard by the hydrophone.

• Sea Robin — This colorful little fish makes a sound like a musician plucking a string on his harp which he has absent-mindedly forgotten to tune. Or like a well-trained cowhand consistently hitting the spittoon at the corner saloon.

• Sea Catfish — Another significant noisemaker, the catfish gives out with a sound like that of a soft-shoe dancer tapping out a fast step on the top of a hollow barrel. This fellow is almost always heard in company with a chorus of croakers and other sonic species.

• Hogfish — An easy winner on an amateur hour, this fish fairly bursts with talent. Take him out of the water and he oinks like a pig (see name). Put him back in and his mood changes and he makes a harsh, rasping sound like the teeth of a saw being dragged across a strip of steel. He does it by gnashing his teeth together in bursts of four or five rasps. Scientists say, however, that the gnashing noises are not as bad as the drumming ones.

• Porpoise — The sleek, streamlined porpoise that dives so gracefully under the Navy's ships in tropical waters is no friend of the underwater acoustic expert. He makes an unholy racket like a barnyard full of squawking chickens.

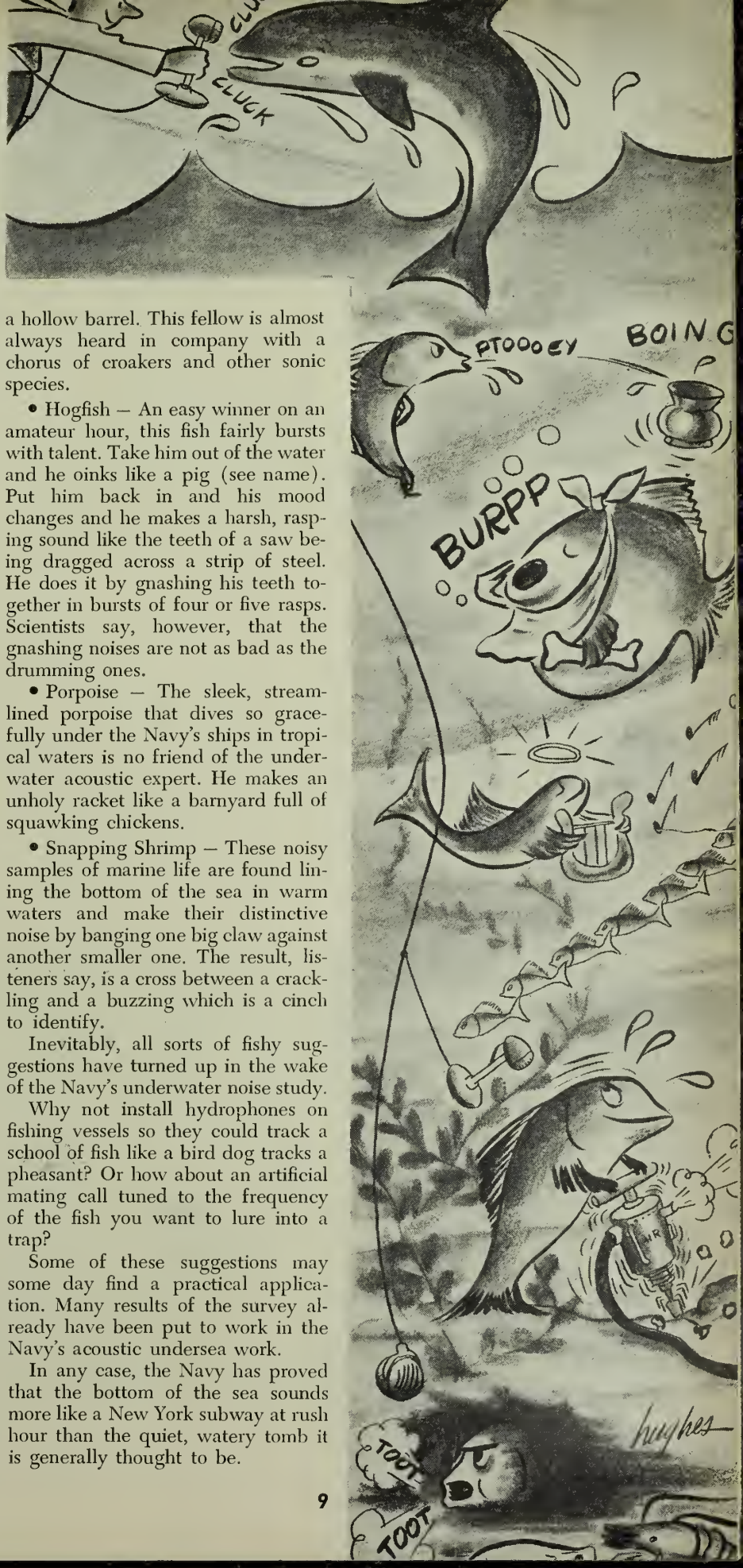
• Snapping Shrimp — These noisy samples of marine life are found lining the bottom of the sea in warm waters and make their distinctive noise by banging one big claw against another smaller one. The result, listeners say, is a cross between a crackling and a buzzing which is a cinch to identify.

Inevitably, all sorts of fishy suggestions have turned up in the wake of the Navy's underwater noise study.

Why not install hydrophones on fishing vessels so they could track a school of fish like a bird dog tracks a pheasant? Or how about an artificial mating call tuned to the frequency of the fish you want to lure into a trap?

Some of these suggestions may some day find a practical application. Many results of the survey already have been put to work in the Navy's acoustic undersea work.

In any case, the Navy has proved that the bottom of the sea sounds more like a New York subway at rush hour than the quiet, watery tomb it is generally thought to be.



Your Career Is Personnel Man's Job

AS ALMOST everybody knows, one of the new rates born on 2 Apr 1948 was the rate of personnel man — PN.

Behind the origin of the new rate, in part, were great advances in personnel administration. Among these advances were new personnel accounting and classification systems with their accompanying machine installations. (See ALL HANDS, August 1949, p. 8.) In short, the rate was created to fill a need for enlisted personnel specially qualified in personnel administration duties along with other duties of a clerical nature. Some primary duties laid out for the new rating are to:

- Act as assistants to executive officers and personnel, classification, training, welfare and morale, and recruiting officers.
- Maintain officer and enlisted records.
- Prepare required personnel data reports.
- Analyze, evaluate and classify naval billets.
- Recruit, test, classify, assign and counsel enlisted personnel.

At the end of World War II the Navy began instructing certain ratings in classification and interviewing procedures. To do this, a school was set up at the Naval Training Center, San Diego, Calif. This school was designated an in-service school, later designated as a Class C-1 school. It will be described further in the portion of this article concerned with advanced training.

The purpose of the new school and the training it provided was to give the Navy a nucleus of qualified personnel administrators by the time the post-war rating structure became effective. In general, requirements for entry were that the applicant have had previous experience in personnel work and that he possesses high test scores, emotional stability, maturity and a motivation for personnel administration duties. Graduates of this school were ordered to key classification billets or returned to the activity from which they were received. This school is still in operation — now on a larger scale.

So — the rate of PN came into being. For the most part, persons channeled into the PN rating were those previously trained in classification and interview procedures, and yeomen especially qualified in personnel administration.

The number of personnel whose ratings were to be changed to PN could not exceed the authorized allowance previously established by BuPers. The changes were made within the allowance of the individual activity in most cases. There was one minor exception, and that was this: Should an individual possess definite qualifications for the new rating but have no available opening in the activity's allowance, he could obtain authority from the activity's administrative commander to change his rate "in excess of allowance." When this was done, he was to be reassigned immediately.



BASIC PRINCIPLES and theory of classification procedures are taught at the Class A schools. Qualified classifiers receive further specialized training.

Since the new rating structure changed the requirements of the individual ratings in many cases, a training program was instituted to fulfill the new requirements. As a part of the increased training program, two Class "A" PN schools were established — one at NTC San Diego and one at NRS Norfolk. Instructors selected for these schools were mostly high-standing graduates from the U. S. Naval School, Classification and Interviewing, Class C-1, at San Diego, or other personnel of demonstrated instructor ability. The first classes convened on 3 Jan 1949 — the first of their kind in the history of the U. S. Navy.

The mission of these schools is to train selected enlisted personnel in the requirements of the personnel man rating. Broadly, this covers two fields. One consists of the technical qualifications for second and third class petty officers, in accordance with the standard curriculum prescribed by BuPers. The other is to develop attitudes of pride in the rating with respect to accuracy, dependability and integrity in the performance of personnel work.

Ten weeks is the length of courses at the schools. Broken down, the subjects at present are the following: typing and operation of duplicating machines, naval organization, public relations, personnel administration, speech and interviewing, classification procedures, correspondence, recruiting, personnel accounting, training and educational services, training aids, welfare and recreation, and leadership. Information concerning the most important of these subjects follows:

- *Personnel Administration* — 55 hours. This course covers the functions of the executive officer's office and personnel office. Included are service records, leave, transfers, receipts, longevity, plan of the day, executive officer's memos and orders, all of the manuals and publications used in the Navy, discharges, reenlistments and

extensions, family allowance, MAQ, advancement in rating, and straggler and deserter clerical procedure.

• *Personnel Accounting*—45 hours. This subject gives the student a well rounded knowledge of modern personnel accounting procedures with diaries and IBM machines. Actual practice with personnel accounting diaries is given. Also, the students are given a field trip to the local PAMI (personnel accounting machine installation) to find out personally what makes the accounting system tick. Both phases of this course are designed to give the student a feeling of confidence and a sense of responsibility in this important part of personnel work.

• *Typing* – 40 hours. The instruction in this subject is designed to provide training in touch typing to attain a speed of at least 20 words per minute – minimum requirement for PN3. Higher speeds are encouraged, and certificates are awarded to those who attain a higher speed and complete five unfamiliar tests on each of five different days, without errors. Accuracy is the primary goal in teaching typing at the school, as personnel diaries, disbursing forms and service records must be without mistakes.

Each student is also given instruction and practice in operating a mimeograph machine. He is also given an opportunity to visit the local printing installation to observe printing and other duplicating processes.

• *Classification and Interviewing Procedures* – 45 hours. Here the student is shown the background of the entire classification program. More specifically, the following subdivisions are covered: job analysis technique; how to administer, interpret and use Navy tests; technique for completing pages 4A and 4B, procedure for assigning quality and school recommendation codes that appear on page 4B of service records, assignment and selection systems for enlisted personnel at recruit training centers, procedure in determining and assigning Navy job codes, the Navy occupational structure, ranks and ratings and their abbreviations, the various corps, designators, and the enlisted rating groups with their normal paths of advancement.

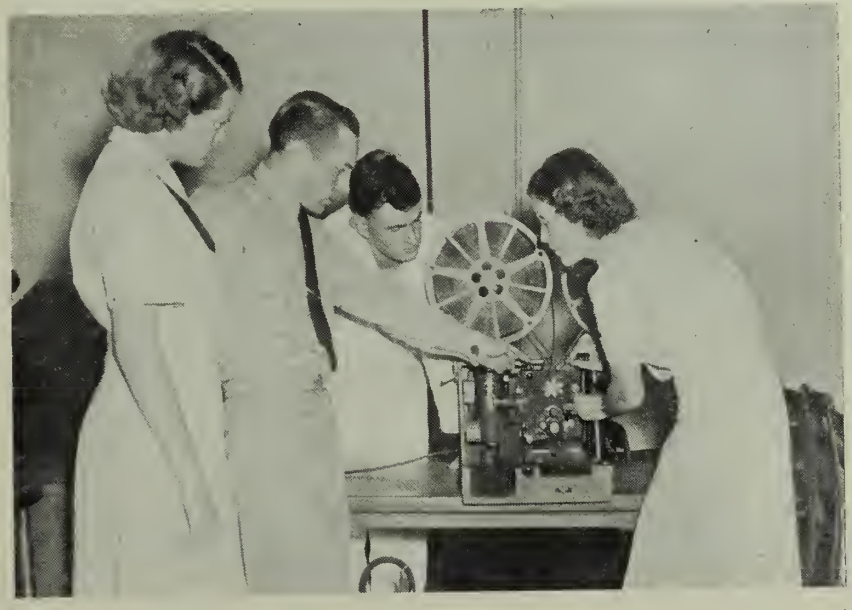


NEW USE is found for ubiquitous white hats. Students at NavScol, Personnel Man, Class A, Norfolk, Va., use their hats as copy holders in a typing class.

The greater part of the knowledge of classification procedures attained by Class A students consists of basic principles and theory. Graduates of a Class A school are not qualified classifiers, nor are they expected to be. Before a personnel man is assigned to actual classification duty on a full-time basis, he must graduate from U. S. Naval School, Classification and Interviewing, Class C-1, at San Diego. Personnel men are placed on full-time classification duty at training centers, various district headquarters, receiving stations and other similar activities. They are assigned to such duty by BuPers.

Students selected for the two Class A schools fall into two categories – fleet personel and selected recruits. Personnel eligible for these two schools are SN, SA, FN and FA. They must have a combined score in the Navy GCT and clerical tests of at least 110. They should be emotionally stable and have the ability to meet people. They must have an interest in people. They must express a desire to work in the field of personnel administration. Touch typists are preferred.

Personnel are required to have at least 18 months of obligated service at the time of entry and they must not previously have attended a Class A school. Fleet personnel should sub-



TRAINEES learn to operate movie projectors—useful for recruiting and training purposes as well as for their more obvious entertainment value.



TAKE FIVE—Students at the NavScol, Personnel Man, Norfolk, Va., use 5 minute class break to study training aid posters on the bulletin board.

mit requests for these two Class A schools to ComServLant or ComServPac, as appropriate, via the chain of command. Men on shore stations should submit requests to the Chief of Naval Personnel via their COs.

Recruits selected at Great Lakes are ordered to the Class A school for PNs at Norfolk, and those selected at San Diego are assigned to the PN school at San Diego. In general, fleet personnel of Atlantic Fleet ships and squadrons and east coast shore activities are ordered to the PN school at Norfolk. Likewise, most of those from Pacific Fleet activities, west coast shore activities and Pacific bases are ordered to the San Diego school.

All students received at the schools from the recruit training centers under BuPers quotas are on a non-returnable basis. All fleet personnel are on a returnable basis as directed by the Commanders, Service Forces, Atlantic and Pacific Fleets.

The quotas for these schools vary from time to time. At the present time, however, the naval training center at Great Lakes has been assigned a quota of 20 enlisted men every four weeks, and five enlisted women every six weeks. The quota for NTS San Diego is 14 enlisted men every four weeks. The selections made at recruit training centers are based on tests and classification interviews conducted at the training center. ComServLant controls a fleet quota of 13 students every four weeks. ComServPac controls a fleet quota of eight students every four weeks.



PROPER METHOD of holding an interview must be learned. In conjunction with this students are taught background of the entire classification program.

Upon graduation, all personnel received on a non-returnable quota basis are assigned to duty as directed by BuPers. All personnel attending on a returnable quota are, of course, returned to their previous duty stations. School graduates have been ordered to nearly every type of duty, including large and small ships, aircraft squadrons, shore stations and personnel accounting machine installations.

During the 10 weeks a student spends in one of the Class A schools, he enters into a healthful, well organized program of competitive sports. The classes are given code names such as "Gunners," "Fighters," or "Hotshots." These names are retained throughout the school course and designate the team organized by the class, as well as the class itself.

The games selected are usually of seasonal popularity – softball, fieldball, basketball or volleyball. One hour each day is allotted to sports. The hour begins with a few minutes of calesthenics, after which come the scheduled games. In addition to the regular organized athletics, there are hobby shops, swimming pools, boxing rings, wrestling mats and many other popular items of athletic equipment for students' use during off-duty hours.

The U. S. Naval School, Personnel Man, Classification and Interviewing, Class C-1, San Diego, Calif., offers instruction on a higher level than do the Class A schools. The high-level training covers the following fields: Techniques of job analysis, psychology of interviewing; administering, interpreting and evaluating Navy tests; determining and assigning quality and school recommendation codes which govern the selection and assignment of recruits, use of the Dictionary of Occupational Titles, determining of Navy job codes, and many other technical aspects of the classification program.

Rated PNs, preferably those of the upper pay grades, with at least 12 months' obligated service at time of

entry are eligible for this school. The course is eight weeks long, broken down as follows: five weeks of classroom study, one week of performing job analyses and two weeks of actual practice in recruit interviewing. The interviewing is done under strict supervision.

The school's curriculum aims toward one goal – that the graduate be able to use scientific methods to determine a person's best field of specialty. This must be to the best possible advantage of the Navy and the man himself. The classifier must consider intelligently and conscientiously such items as test scores, hobbies, interests, education, school and job likes and dislikes, experience, age, physical characteristics, preferences, attitudes and many other factors that will reveal a man's proper field.

Does the man being interviewed spend his spare time making woodcuts? Perhaps a potential patternmaker is indicated. . . . Writing short stories . . . ?

Still, the classifier must go deeper than the surface. Possibly the woodcut maker could never endure to measure anything, or the short-story writer says he hates digging up facts and checking them for accuracy.

A personnel man, upon graduating from this school, would be likely to serve a tour of duty where he would be engaged in classification work. This might be at a training center, a receiving station or at any of several other types of activities. After completing such a tour of duty, he would return to sea where he would perform a more general type of personnel work. The knowledge gained in this school is of great value in everyday Navy life, particularly with regard to dealing with individuals and their individual differences.

The Class C-1 school at NTS San Diego convenes every two weeks. Service Force Commanders control fleet quotas assigned by BuPers. ComServPac and ComServLant each have a non-returnable quota of three for each class in this school. Fleet commands should address requests for enlisted quotas to the Service Force Commander concerned. Shore activities should request quotas direct from the Chief of Naval Personnel (Attn: Pers-637).

Personnel who can qualify to strike or train for personnel men will find the rate among the most interesting in the Navy. – F. R. Lancaster, PNC, USN.



LENGTHY career of Frank Oliva, BTC, is reviewed for Margie Kent, JOSN. Oliva, who shipped over for another hitch, has been in 35 years.

Old Salt Interviewed by Sugar and Spice

Side by side they sat on the leather settee – the chief with eight gold hashmarks and the Wave with no hashmarks at all. The Wave turned to address the CPO, and placed a scratch-pad upon her knee. "How long do you plan to stay in the Navy?" she asked, poising her pencil in readiness.

Frank Oliva, chief boilerman, USN, paused to concentrate. "I haven't given it much thought," he said after a pause. Then he had to smile at his own words. His current job, ironically, was civil readjustment – lecturing and discussion for the benefit of men leaving the Navy for civil life. – And aside from that, a man with 34 years and more in the Navy would usually have *some* plans for retirement. "No," he said, "I really couldn't say."

"Some of my duty stations and billets—? Well, I enlisted in the Navy on the ninth of October, 1914, at Salt Lake City. My first sea duty was aboard the old USS *Pennsylvania* as a coal passer.

Dignified-looking in his spotless blues, the graying-haired chief went on to tell of decades of duty aboard Navy ships. Patrol duty off Key West during World War I . . . later service aboard USS *Cincinnati*, USS *Lake Crescent*, USS *Pensacola* (CA 24), the new USS *Cincinnati* (CL 6), USS *Gold Star* (AG 12) and USS *Los Angeles* (CA 135) . . . 12 years aboard the heavy cruiser USS *New Orleans* (CA 32).

"One time, before you were born, I served for awhile on horseback," Oliva reminisced. "That was during the 1928 elections in Nicaragua. I was assigned as an interpreter to explain the process of voting

"Sure, I had close calls during the war," he said, "but they were just like everyone else's." And that was the end of that subject.

The 57-year-old veteran's sleeve was not the only part of his uniform which was weighted with emblems of his service. On his chest was an array of battle ribbons including the Good Conduct ribbon with four stars, World War I ribbon with one star, the Mexican Campaign bar, and ribbons designating service in the Nicaragua and Honduras.

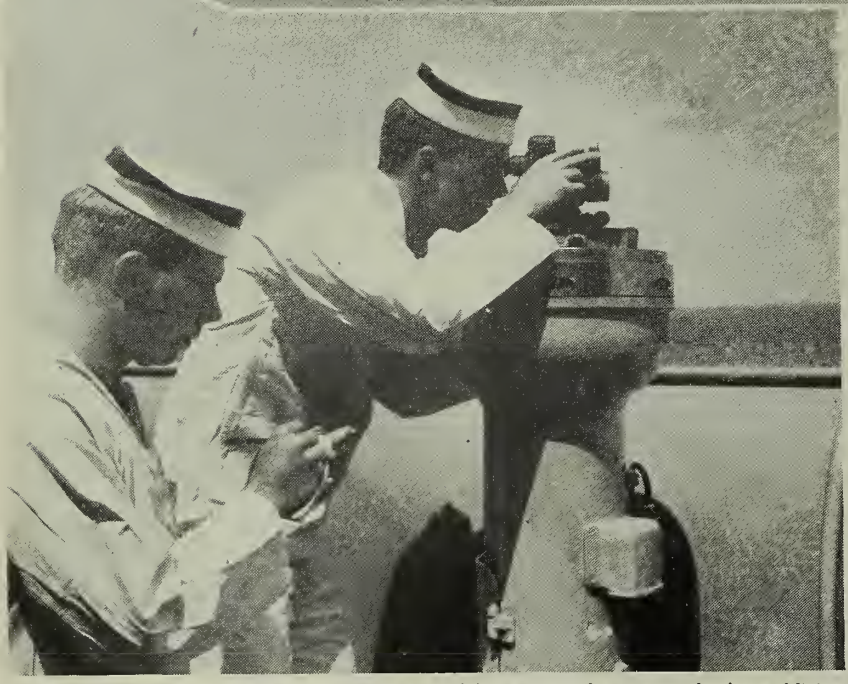
"—And where do your parents live?" asked the Wave journalist-seaman.

"My mother lives in Burbank, California."

Thereupon, the Wave who had no hashmarks at all thanked the CPO with eight of them, gathered up her notes and hurried off to the 13th Naval District Public Information Office (Seattle).

—And the chief with 34 years and nine months in the Navy went back to his job at Seattle's receiving station, interviewing and advising men who are hurrying off to civilian life.

Getting Shipboard Savvy



SIGHT is taken on the pelorus by one middie as another records data. Visits were made to England, France and Cuba by the two practice squadrons.



THE SECOND echelon of midshipmen to take the regular summer cruise this year will return soon from Cherbourg, France, and Guantanamo, Cuba.

The annual cruise this year was split into two parts: 800 Naval Academy and 400 NROTC midshipmen left in early June for Plymouth, England, and Guantanamo, Cuba, returning July 25; the second group of 800 Naval Academy and 400 NROTC midshipmen left in early August for Cherbourg and Guantanamo and are scheduled to return to Norfolk, Va., 22 September.

First and third classmen from the Naval Academy took part in the cruise. Naval Academy second classmen, meanwhile, were participating in the first annual "air cruise," a tour of naval aviation installations in the U. S.

Ten ships, led by USS *Missouri* (BB 63), formed Task Force 61 which embarked both sections of midshipmen for their seven-week tours of duty at sea. Destroyer Division 81 and Mine Division 2 accompanied *Missouri* (see ALL HANDS, June 1949, p. 33).

Realistic exercises were run off by the task force to demonstrate strategy and tactics under simulated battle conditions.



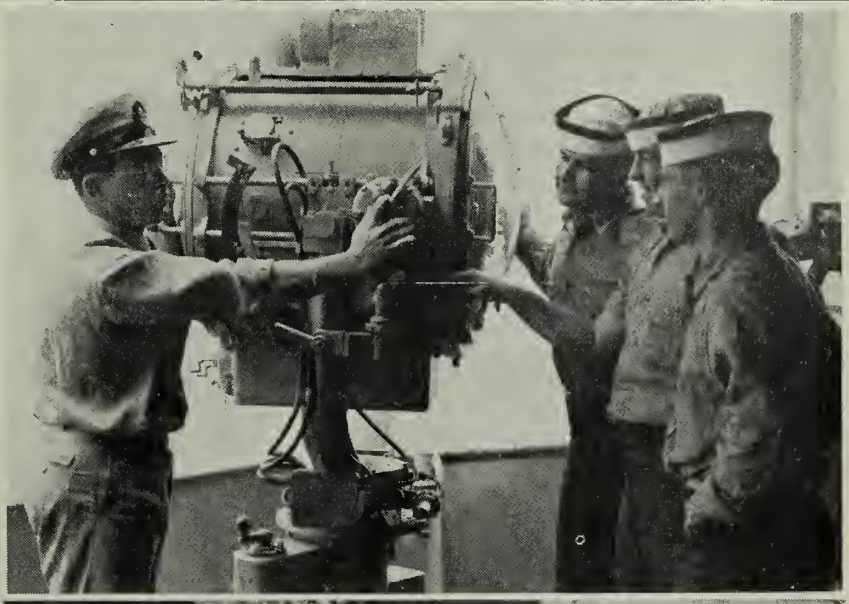
HAULING on line (left), midshipmen on *Missouri* assist in refueling the ships of

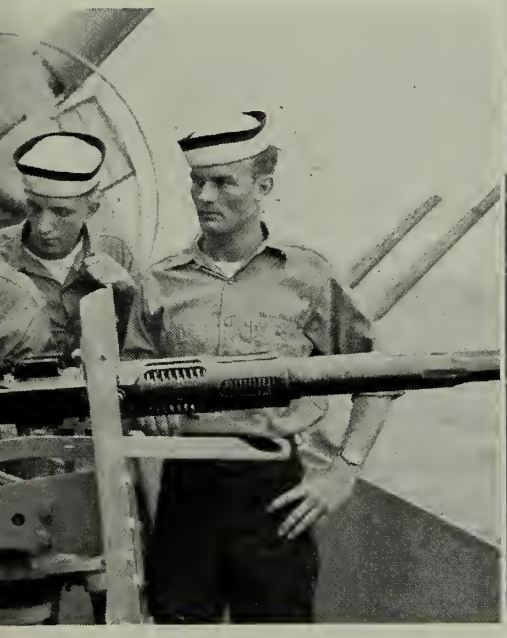


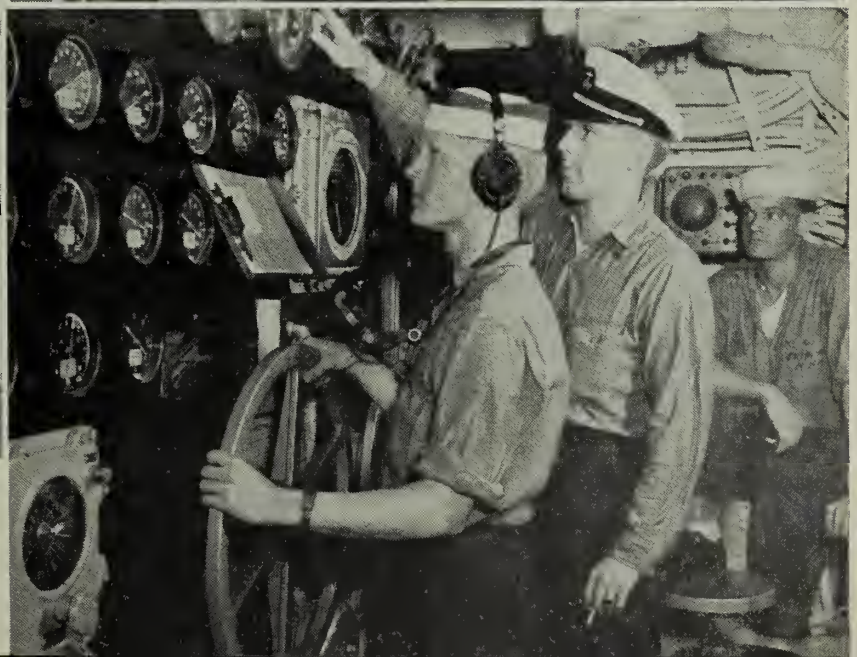
MIDDIES stand watch in the boiler room on board USS *Missouri* (BB 63) during the annual summer midshipmen cruise.

Right: A Regular Navy man—a chief quartermaster, instructs future officers and Reservists in the use of the signal light.

Below right: Under the supervision of a qualified fireman, midshipmen are checked out on *Missouri's* engine room throttle.







Task Force 61. Above: Marine gives middies the word on 20mm. anti-aircraft gun.

Roundup of the All-Navy Winners

TWENTY-TWO All-Navy championship events have been held since the postwar revival of Navy sports. The program got underway late in 1946 with the first All-Navy championship event taking place at Naval Training Center, Great Lakes, Ill., early in 1947 (All-Navy basketball).

Since that time All-Navy title events have been staged at such widely separated places as Jacksonville, Fla., and Pearl Harbor, T.H., providing Navy personnel with the finest in sports entertainment. An estimated one million spectators have witnessed these championship events during this time.

Here is the record of postwar All-Navy sports competition:

Basketball

1946-47 — Won by Naval Hawaiian Area team. Runner-up: Second Marine Division, Camp Lejeune, N. C.

1947-48 — Won by Marine Corps Schools, Quantico, Va. Runner-up: West Coast Marines.

1948-49 — Won by Norfolk Flyers, Air Force, U. S. Atlantic Fleet. Runner-up: Submarine Forces, U. S. Pacific Fleet.

Football

1947 — Won by Marine Corps Schools, Quantico, Va. Runner-up: Naval Air Station, Alameda, Calif.

1948 — Won by Marine Corps Schools, Quantico, Va. Runner-up: Marine Corps Recruit Depot, San Diego, Calif.

Baseball

1947 — Won by Marine Corps Schools, Quantico, Va. Runner-up: Naval Training Center, San Diego, Calif.

1948 — Won by Marine Corps Schools, Quantico, Va. Runner-up: Submarine Forces, U. S. Pacific Fleet.

Softball

1947 — Won by Naval Air Station, Alameda, Calif. Runner-up: Naval Air Station, Jacksonville, Fla.

1948 — Won by Fleet Air Groups, Alameda, Calif. Runner-up: Naval Air Station, Dallas, Texas.

Bowling

1948 — Won by William S. McCormick, AE3, USN, AVG5, NAS San Diego, Calif. Runner-up: Henry F. Ahrens, DKC, USNR, Naval Reserve Training Center, Huntington Park, Calif.

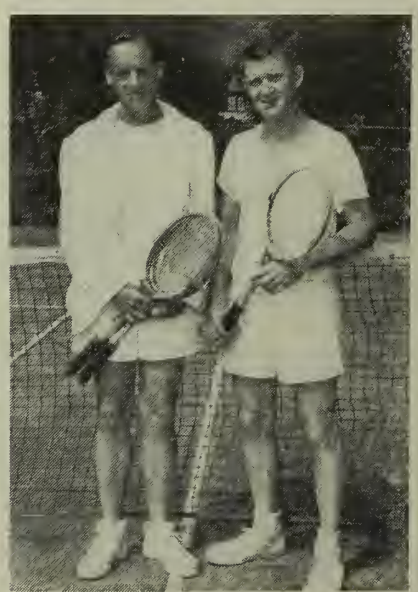
Boxing

1947 — Champions by weight divisions were: heavyweight — Maynard Jones, S1, USN, NAS San Diego, Calif. Light-heavyweight — Dan Buccaroni, S1, USN, Naval Training Center, Great Lakes, Ill. Middleweight — Herman Ike Patton, S1, USN, Receiving Station, Pearl Harbor, T.H. Welterweight — Horace (Hank) Herring, StM1, USN, USS *Samar* (ARG 11). Lightweight — Eddie B. Moran, S1, USN, Naval Training Center, Bainbridge, Md. Featherweight — Don Nelson, Cox, USN, Amphibious Base, San Diego, Calif. Bantamweight — William Bossio, S1, USN, Amphibious Force, Little Creek, Va. Flyweight — Jose M. Olivovalentin, S1, USN, NATB Pensacola, Fla.

1948 — Champions by weight divisions were: heavyweight — Jack Woods, AOC, USN, Naval Air Station, San Diego, Calif. Light-heavyweight — James Depena, TN1, USN, Severn River Naval Command. Middleweight — Otis Perry, TN, USN, Atlantic Fleet Team. Welterweight — Horace (Hank) Herring, SD1, USN, 11th Naval District Team. Lightweight — John Aguilar, AM2, USN, Naval Air Station, Alameda, Calif. Featherweight — Jimmy Ithier, SN, USN, USS *Mississippi* (AG 128). Bantamweight — William Bossio, SN, USN, USS *Albany* (CA 123). Flyweight — Jimmy Quinn, SA, USN, Hospital Corps Schools, Great Lakes, Ill.

1949 — Champions by weight divisions were: heavyweight — Joseph R. Connell, PFC, USMC, USS *Mississippi* (AG 128). Light-heavyweight — Doson S. D. Oliver, TN, USN, NAS Pearl Harbor, T.H. Middleweight — Sam E. Williams, SN, USN, NOB Kodiak, Alaska. Welterweight — Albert Anderson, TN, USN, FAWTUPac, Barbers Point, Oahu, T.H. Light-





ALL-NAVY champion LT John Higgins won 400 meter freestyle in 1947, 200 meter breaststroke in '48 (left). Right: CAPT James M. Farrin, Jr. (left) and LT Kendall K. Jones stroked way to tennis doubles championship both years.

weight — Earl L. Williams, AN, USN, FAWTUPac, Barbers Point, Oahu, T.H. Featherweight — Samuel E. Williams, AN, USN, FAWTUPac, Barbers Point, Oahu, T.H. Bantamweight — Dorcey L. Fears, PFC, USMC, Camp Lejeune, N. C. Flyweight — Myrven R. Davis, CPL, USMC, Camp Lejeune, N. C.

Golf

1948 — Won by Dick Lytle, CSC, USN, USS *Dixie* (AD 14). Runner-up — Major Robert L. Conrad, USMC, Marine Corps Schools, Quantico, Va.

Shooting (Pistol)

1948 — Won by John A. Young, GMC, USN, USS *Iowa* (BB 61). Runner-up: Charles R. Knapp, Sgt, USMC, Marine Corps Supply Depot, Camp Pendleton, Oceanside, Calif.

Swimming

1947 — Champions by events were: 1500 meters freestyle — R. M. Gielow, Pvt, USMC, Camp Lejeune, N. C. 200 meters freestyle — Ralph Grabisch, S1, USN, Naval Training Center, San Diego, Calif. 400 meters freestyle — Lieutenant John Higgins, USN, Naval Air Station, Pensacola, Fla. 100 meters backstroke — Ensign Robert J. Tribble, USN, Pearl Harbor Team. 200 meters breaststroke — T. A. Schaure, USN, Naval Training Center, Great Lakes, Ill. 100 meters freestyle — Ralph Grabisch, S1, USN, Naval Training Center, San Diego, Calif. 800 meters freestyle — R. M. Gielow, Pvt, USMC, Camp Lejeune, N. C. Three-meter springboard dive — Lieutenant L. Stauffer, MC, USNR, USC, Los Angeles, Calif.

1948 — Champions by events were: 1500 meters freestyle — Robert Lastinger, ETSN, USN, Electronics Material School, T.I., San Francisco, Calif. 200 meters freestyle — Lieutenant Jerry Siefert, USN, Naval Training Center, Great Lakes, Ill. 400 meters freestyle — Charles A. Carroll, SA, USN, Naval Air Station, Jacksonville, Fla. 100 meters backstroke — Albert Machael, SA, USN, NATTC Memphis, Tenn. 200 meters breaststroke — Lieutenant John Higgins, USN, Naval Air Station, Pensacola, Fla. 100 meters freestyle — Albert Machael, SA, USN, NATTC Memphis, Tenn. 800 meters freestyle — Charles A. Carroll, SA, USN, Naval Air Station, Jacksonville, Fla. One meter diving — Raymond Trindade, SR, USNR, Naval Air Station, Jacksonville, Fla.





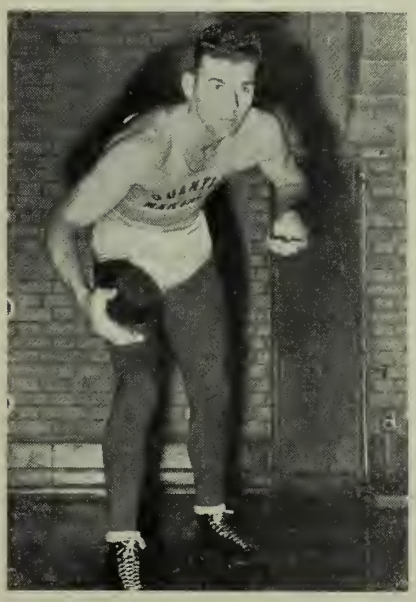
BOXING champs in their respective divisions in both '47 and '48 were 'Billie' Bossio, SN, bantamweight (left) and 'Hank' Herring, SD1, welterweight (right).

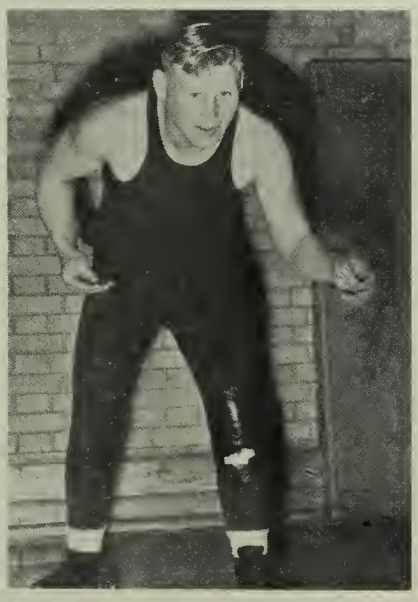
Tennis

1947 — *Singles* — Won by Lieutenant Commander J. R. Behr, USN, Naval Air Station, Kwajalein. Runner-up: Lieutenant Elston Wyatt, USN, (Com 5). Doubles — Won by Captain James M. Farrin, USN, BuShips, and Lieutenant Kendall K. Jones, USN, Potomac River Naval Command team. Runners-up: Lieutenant R. William, USN, and Lieutenant (junior grade) Gorens, USN, 9th Naval District team.

1948 — Singles — Won by Lieutenant Kendall K. Jones, USN, Naval Air Station, Anacostia, D. C. Runner-up: Lieutenant Elston Wyatt, USN, Staff, ComServLant. Doubles — Won by Captain James M. Farrin, USN, and Lieutenant Kendall K. Jones, USN, Potomac River Naval Command team. Runners-up: Lieutenant Commander J. D. Behr, USN, and Lieutenant Commander A. W. Angstadt, USN.

1949 — Singles — Won by Lieutenant Elston Wyatt, USN, General Line School, Monterey, Calif. Runner-Up: Lieutenant Kendall K. Jones, USN, VR-44, NAS Moffett Field, Calif. Doubles — Won by: Lieutenant Elston Wyatt and Lieutenant Kendall





WRESTLING champions William Norris, CPL, unlimited class (left) and Raymond Hamm, CPL, whipped all comers in 1948, repeated triumphs in 1949.



TROPHIES are presented LT Elston Wyatt (left), 1949 All-Navy tennis champ, and runner-up, LT Kendall K. Jones, by RADM John W. Roper, Deputy Chief of Naval Personnel. Head of athletic program, CDR E. F. Steffanides, assists.

K. Jones. Runners-Up: Lieutenant Gordon S. Hodgson, USN, ComAirPac Staff, and Ensign James H. Doyle, Jr., USN, USS *John W. Thomason* (DD 760).

Wrestling

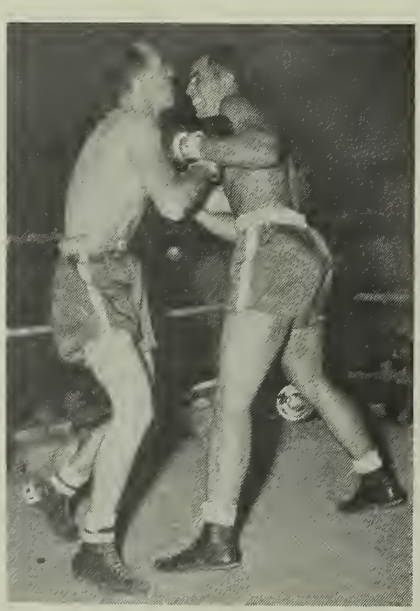
1948 — Champions by weight divisions were: Unlimited — William G. Norris, Cpl, USMC, Pacific Fleet team. Light-heavyweight — Raymond J. Hamm, Pvt, USMC, West Coast team. Middleweight — M. C. Skinner, Cpl, USMC, West Coast team. Welterweight — J. Godek, S1, USN, East Coast team. Lightweight — I. V. Renner, ACMM, USN, Atlantic Fleet team. Featherweight — D. C. Hutchinson, FC3, USN, East Coast team. Bantamweight — M. Kleinman, AMM3, USN, East Coast team. Flyweight — L. Baum, Atlantic Fleet team.

1949 — Champions by weight divisions were: Unlimited — William G. Norris, Cpl, USMC, Marine Corps Schools, Quantico, Va. Light-heavyweight — Raymond J. Hamm, Cpl, USMC, Marine Corps Recruit Depot, San Diego, Calif. Middleweight — Wilford S. Eckles, EMFN, USN, USS *Nereus* (AS 17). Welterweight — Alfred E. Good, Jr., HA, USN, Hospital Corps Schools, San Diego, Calif. Lightweight — John T. Patrick, SN, USN, NTC, San Diego, Calif. Featherweight — Richard K. Collyar, SR, USN, Naval Training Center, San Diego, Calif. Bantamweight — Frank A. Giglitto, Pfc, USMC, Marine Corps Recruit Depot, San Diego, Calif. Flyweight — Robert Templeton, AA, USN, NATTC, Memphis, Tenn.

Wyatt Wins All-Navy Tennis

Lieutenant Elston Wyatt, USN, stationed at the Navy's General Line School, Monterey, Calif., is the 1949 All-Navy tennis single champion. He defeated Lieutenant Kendall K. Jones, USNR, from VR-44, NAS Moffett Field, Calif., 4-6, 6-2, 6-0 to win the title that has been almost in his grasp for the last three years.

To make the day a complete success, Wyatt and Jones teamed up to win the doubles title by defeating Lieutenant Gordon S. Hodgson, USN, and Ensign James H. Doyle, Jr., USN, in straight sets, 6-3, 6-2.



JOLTING body punch is handed Gil Harris (left) by Julio Zayas during a benefit scrap held in Jacksonville.

This is the third year that Lieutenant Wyatt has been a finalist and the second year in a row that he has met Lieutenant Jones in the payoff match. Last year Jones captured the title by besting Wyatt in two sets, 10-8 and 7-5. This year it looked like a repeat of the 1948 finals until early in the second set when Wyatt staged a comeback and won 12 straight games.

Jones won the first set 6-4 and was leading 2-0 in the second set when Wyatt settled down to business. Sizzling serves, accurate placement shots and brilliant net play cracked through Jones' steady defense and Wyatt took the next six games to even the match at one-all.

The further the match progressed, the better Wyatt seemed to control the play. Three times Jones rallied to deuce games in the third set but the twice-defeated Wyatt was not to be denied and copped the deciding set, 6-0.

In the championship doubles match, the Wyatt-Jones combination representing the West Coast Group, was too much for the Pacific Fleet Group finalists, Lieutenant Hodgson and Ensign Doyle, and it was over in straight sets, 6-3, 6-2. Hodgson is stationed with ComAirPac Staff and Doyle is stationed on board USS *Thomason* (DD 760).

The matches were held at the U. S. Naval Academy, Annapolis, Md.

Navy Loses Leech Cup

Air Force tennis players won possession of the Leech Cup, symbol of the inter-service tennis championship, by defeating Navy netmen 7-2 in matches held at the Army-Navy Country Club, Arlington, Va.

The Navy, defending champions in the tourney, scored both their victories in the single competition. E. J. Serues, YNC, USN, gained the first Navy win by defeating Lieutenant Colonel Andrew J. Evans, USAF, 6-3, 6-3.

Lieutenant (jg) C. L. Anderson, DC, USN, scored the most decisive victory of the tournament by defeating First Lieutenant William H. Shivar, USAF, 6-1, 6-1, to account for the only other Navy tally.

Top tennis players from the Army and Navy have met in the Leech Cup competitions 15 times with the Air Force entering the play two years ago. This year's win was the first for the Air Force while the Navy has taken the title 10 times and the Army has won four times.

The Air Force defeated Army netmen 9-0 for the right to meet the Navy team in this year's finals.

Sailor Is Jai Alai Expert

A one-man naval task force has successfully invaded the Mexican realm of one of the world's fastest sports – jai alai.

Carey J. Nelson, RD2, USN, stationed with FAETU at NAS North Island, San Diego, Calif., became interested in the sport while watching professionals in action at Tijuana, Mexico.

Four months later Nelson teamed with a Mexican player to play and win his first game.

Rafiel Hernandez Galicia, one of the top professionals in the sport, says that the Montgomery, Ala., sailor is fast becoming one of the top amateur players in both the United States and Mexico. Nelson is also a charter member of the Jai Alai Amateur Club which was organized by Galicia.

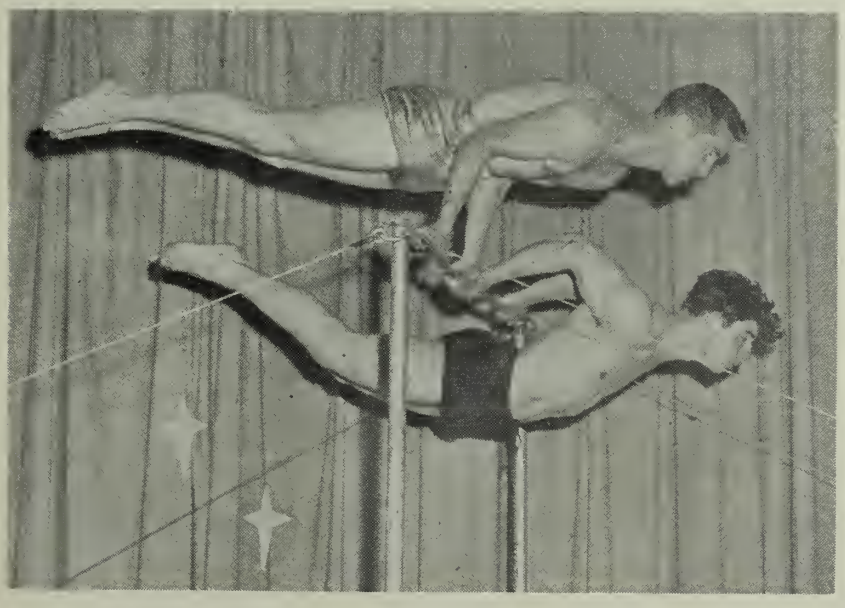
Pronounced Hi Li by *norteamericanos*, this sport is one of the oldest in the world. The name in Spanish means "merry festival."

Resembling a jet-propelled game of handball, the players use a "cesta" (a large, elongated, curved, woven basket) to catch and return the "pelota" (a hard rubber ball covered by goat skin and about the size of a baseball). During fast action the speed of the pelota often reaches nearly 100 miles an hour. Failure to catch and return the speeding ball in one motion of the cesta results in a point for the opposition.

A court similar to a handball court is used. It is 100 feet long and 40 feet wide and has no right wall. The absence of the wall makes it possible for spectators to view the action and in Mexico, where the sport has reached its greatest popularity, pari-mutuel betting on games and individual contestants is legalized.



EX-ALL-AMERICAN Ensign Don Whitmire, USN, shows his SubPac charges how to get distance in punts. Observers say SubPac is powerful this year.



SKILLED GYMNASTS Phil Skiff, PH2, USNR, and Martin Bennett, SN, USN, demonstrate difficult doubles act regularly in Navy shows and club events.

Coaching School

Navy grid coaches had the chance to study under a master craftsman during the last two weeks in July as the Marine Corps held a two-week coaching school at Camp Pendleton, Oceanside, Calif.

Lieutenant Colonel Bernie Bierman, USMCR, of Big Ten fame, headed the school that was open to two members from each command. Among the offensive and defensive strategy discussed was the use of single wing, double wing, "T" formation and man-in-motion plays for an offensive backfield.



SIZZLING SLIDE is by Wave Jennie Peacock in practice session at NavBase Charleston, S. C. Barbara Holliday attempts tag as Eileen Bachman watches.

Wave Softball Teams

Waves are making a drive for athletic recognition. The lady sailors are walloping softballs and sliding into bases in expert fashion.

An example of the high-powered Wave teams found all over the country is the feminine nine of Naval Station, Norfolk, Va. These fence-busting gals are riding on the crest of an unbeaten season with 12 wins and no losses against some of the toughest competition in the area.

That this Wave team goes after rivals with blood in its eye is indicated by the game scores, which often read more like football than softball results. Sample scores: 15–1, 23–2, 22–2, 15–0, 17–7.

Mound duties are handled by the three-woman staff of Mary Fortner, Gwen Grebbel and Betty Nelson.

The team is coached by Andrew Femino, RDC, USN, who formerly coached the Wave team of the Naval Station, Treasure Island, Calif.

Another up-and-coming team of female sluggers is the softball nine of Naval Base, Charleston, S. C. Named "Hornets," the smooth-fielding gals buzzed through local opposition to place second in the Charleston Girls Softball League at midseason and are coming in strong for the top position as the season draws near its end.

Sparkplug of the Charleston Wave team is Betty Ann Vladeff, YN2, USN, who initiated its organization and currently is its leading hitter (.577) and home run slugger. Arriving at Charleston from Jacksonville, Fla., where female teams abound, Wave Vladeff was disappointed that no Wave softball teams were organized, promptly rounded one up. The enthusiasm generated by its members has drawn the team a host of rooters from the CO on down the line.

Coaching the team are a brace of CPOs, Chief Jimmy Swoard and Chief Jimmy Collins. Occasionally the "Hornets" take on one of the local men's softball outfits, and while they seldom win, the male sailors usually know they've been in a tough game.

Tin Can Has Picnic-Smoker

It's a tough job for an almost daily-operating destroyer to muster enough men and money to hold a picnic-smoker ashore for all hands and their families but the crew of USS *Sarsfield* (DD 837) did it.

Refreshments, games, activities for the youngsters, a championship softball game, movies and a four-bout boxing card highlighted the day's entertainment.

Sensation of the day was the introduction of "Miss Key West of 1949." After a long introductory build-up the bathing beauty turned out to be the ship's barber suitably attired for the occasion – dainty blue panties, a set of falsies and other accessories.

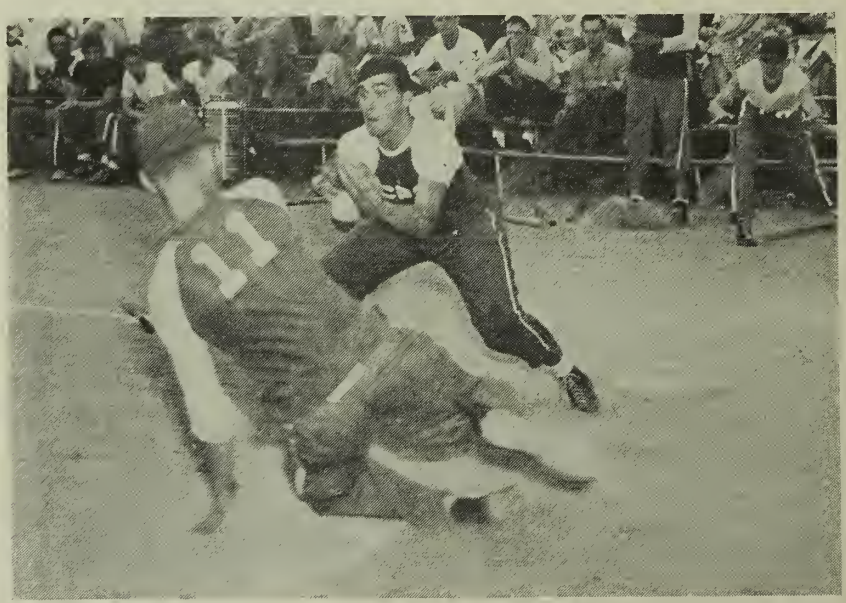
No spam or cold cuts were in evidence when the call for "chow down" was sounded. The ship's commissary department went all out in preparing a royal spread to fit the palate of everyone—much to the delight of the children.

The showing of a Dorothy Lamour-Bing Crosby-Bob Hope motion picture added the finishing touch to a perfect day.—C. L. Burros, MMC, USN.

Waves in All-Navy Sports

Waves may now participate in five All-Navy individual sports—golf, tennis, pistol, swimming and bowling.

Although there was nothing in All-Navy sports rules previously that indicated women were ineligible to compete, a statement pointing out they may vie for All-Navy titles is



ACTION-PACKED play at home involves futile slide by second sacker 'Babe' Fink. John Coxen tags him out during intramural game at NAS Jacksonville.

being included in Change No. 1 to the All-Navy Sports Program Policy and Rules Book.

This first change to the rule book also clarifies the status of personnel of one service on duty with another insofar as athletic competition is concerned. The correction states that, "personnel of Army, Air Force and Coast Guard detachments of Navy units are to be considered as naval personnel insofar as the intra-group athletic competitions are concerned; however, in All-Navy eliminations and championships and Inter-Service championships they cannot be considered as such."

Other corrections to the rule book include a clarification to the "combining" rules to the effect that, "combined teams (of fleet and shore-based personnel) must participate in the shore eliminations."

This change to the rule book will be distributed to the Navy in the near future. It will be entitled, "Change No. 1 to the All-Navy Sports Program Policy and Rules."

Boxing Shows Telecast

The "standing room only" sign is hung out at Naval Station, Treasure Island, Calif., when the armed forces get together and put on their television boxing show three times a month.

This latest example of unification among armed forces in the sporting world began last February when the Sixth Army held their eliminations at Letterman General Hospital, San Francisco, Calif. The bouts were telecast and immediately made a big hit with the video fans.

After that show they became a regular feature on KGO-TV with all services sending boxers to compete. An estimated 100,000 fans have seen fights on the TV screen while another 6,000 have jammed in at the Treasure Island ringside.

When the show was in its planning stage, a suitable site for TV transmission presented a big problem. Naval Station, Treasure Island, in the middle of San Francisco Bay, proved to be the ideal location and the Navy immediately volunteered the main gym and its facilities for the show.

The fight cards have become so popular among service boxers that it is a problem to arrange enough bouts to please everyone. Fighters come from installations as far as 75 miles away to compete and a night's card is usually 10 or 11 three-round bouts.

SIDELINE STRATEGY

When the muscular, leather-lunged sailors competing in the 1500-meters event of the 12th Naval District swimming championship climbed from the pool their faces were red, but not necessarily from exertion. The reason for their embarrassment: Drying herself daintily with a towel was Wave Shirley Brooke, SA, USN, Naval Station, Treasure Island, who also had competed in the event—and finished a length-and-a-half ahead of the nearest male competitor. She became the first woman ever to win a 12ND title in competition with men.

Evidently All-Navy 1500-Meters Champion Robert Lastinger, ETSN, USN, Electronics School, Treasure Island, did not compete in that event this year, or has slowed down from the record 21:24:4 time that won him his title last season. (Wave Brooke's time: 25:48:6).

★ ★ ★

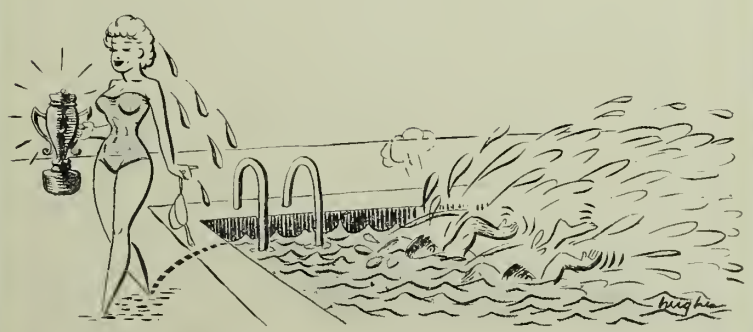
An interesting thing about the All-Navy tennis tournament was that most of the same players who captured top honors in All-Navy competition in the previous two years of competition showed up again at the finals this season. Also worthy of note is the fact that most of these top-seeded netmen are officers.

While it is commendable that these individual officers succeeded in defeating all competition along the rocky road to the finals, there is, in this sport—more than in any other on the All-Navy calendar—a lack of top-notch players from enlisted ranks.

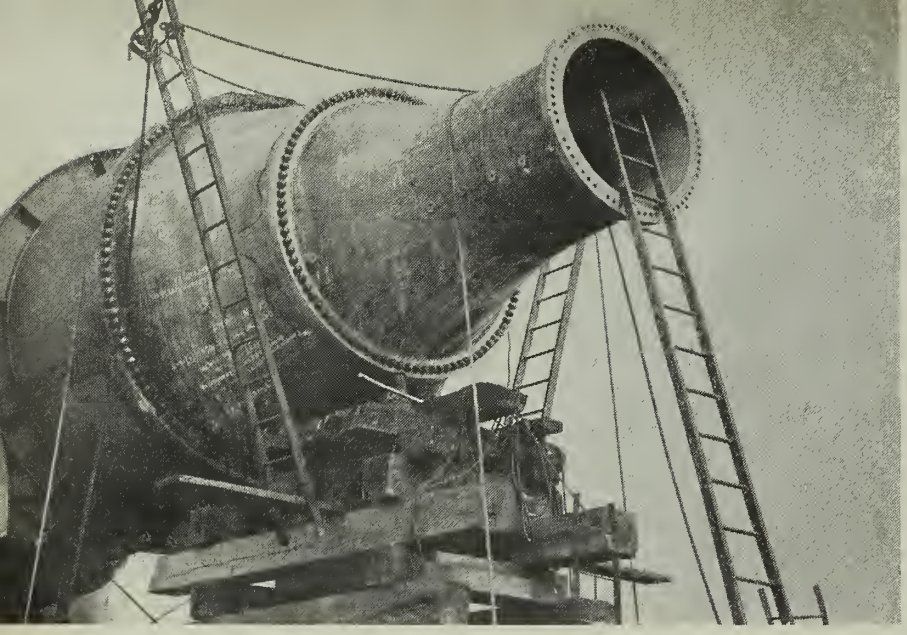
This is a matter of some concern to top Navy officials, who like to see a balanced mixture of officers and enlisted personnel wearing All-Navy sport crowns. So far no one has been able to discover why more sailors aren't developing their latent talent with a racquet. Tennis is a game requiring as much skill, coordination, competitive spirit and is as much fun to play as any of the All-Navy sports. It requires no unusually expensive equipment, courts are obtainable for use at most naval bases for free, and in practically all cities for a small fee.

★ ★ ★

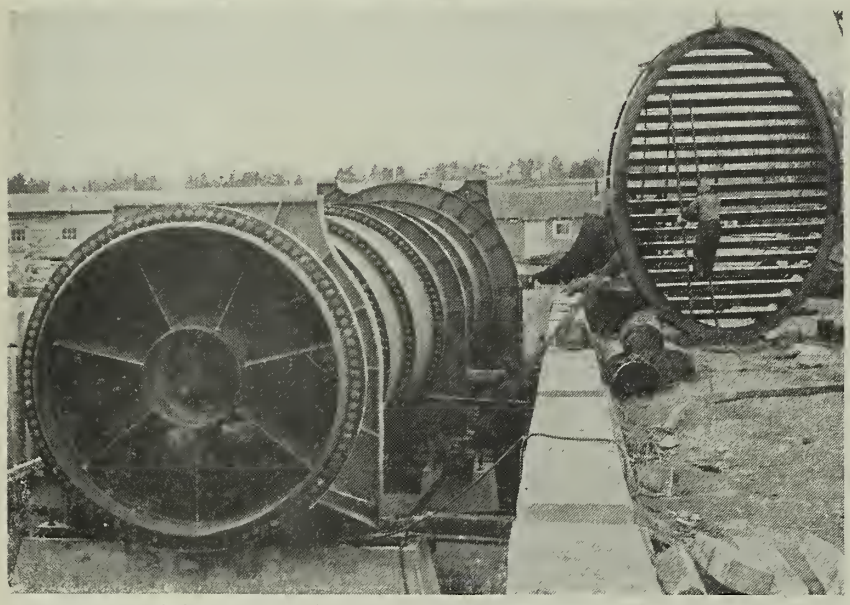
Glen E. Friese, SN, USN, started playing a baseball game on Ponape Island and ended up on Guam. A foul ball konked him on the noggin and the next thing he knew he was on a plane headed for a Guam hospital. A volunteer crew flew the 14-hour round trip to take him to the nearest X-ray machine, which disclosed no fracture. Other than a sore head and some unexpected flight time, he is all right.—Earl Smith, JOC, USN, ALL HANDS Sports Editor.



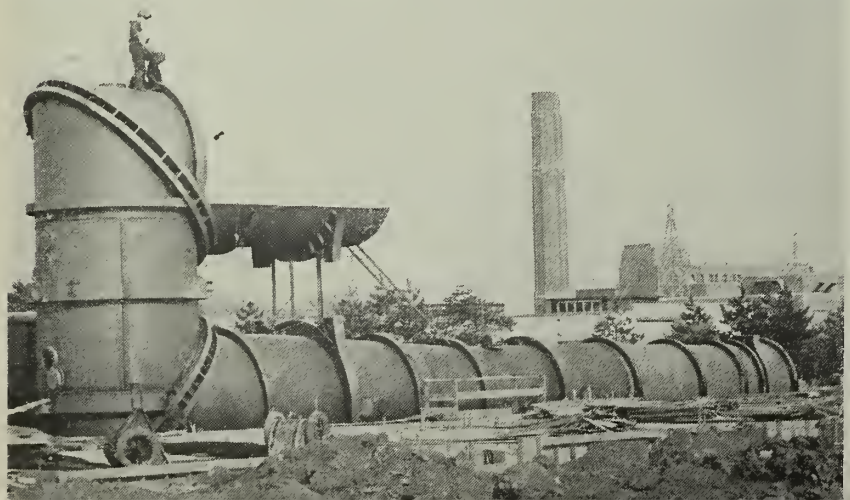
The Largest



NOZZLE upstream of the test section reduces the diameter of the huge tunnel from 12 feet to 4 feet. Made of brass, it weighs over 55 tons.



IMPELLER will drive water through the tunnel at speeds ranging from 6 feet to 60 feet per second (above). Below: Workmen tack-weld tunnel sections.



The Navy's search for the ideal shape for a torpedo or a submarine will get a big boost with the completion of what will be the world's largest water tunnel.

The unique tunnel is being built under contract from the Bureau of Ordnance at Pennsylvania State College in central Pennsylvania and will be ready soon for its first tests.

A water tunnel is to hydrodynamics (the study of the action of water) what an air tunnel is to aerodynamics (the study of the action of air). Both operate on the principle that for purposes of observation and experimentation it is easier to push air or water past an object than to move the object through the air or water.

There are several water tunnels now in operation in the U.S. and the Navy is using most of them but it needs something bigger. The Penn State tunnel will permit testing of models up to eight inches in diameter and up to eight feet in length.

When the huge tunnel has been fully tested and all of its kinks have been ironed out, scientists will be able to look through a Plexi-Glas observation window into the "working section" or smallest part of the tunnel and watch the reaction of a model as water rushes past it at speeds up to 41 miles per hour.

A model of, say a torpedo, will be mounted on a removable strut which is in turn mounted on a removable segment in the bottom of the tunnel. A hydraulic lift arrangement will enable the research men to replace the model without draining the water from the tunnel.

As the water spurts past the model, the scientists from their glassed-in vantage point will adjust a myriad of dials set up on a giant control panel. They will also be able to flood the working section with light and take high-speed photos as the model reacts to the variations of pressure forced upon it.

Lying on one side in its foundation like an oversize but square doughnut, the tunnel is designed to propel 100,000 gallons of water around the loop every 18 seconds. Special vanes are used at the corners to turn the mass of water to its new direction.

With their new facilities, scientists may be able to learn a lot more about

Water Tunnel

that peculiar force, cavitation — the formation of high-pressure underwater bubbles that burst around a propeller and chew up the blades as if they were made of soap (See ALL HANDS, April 1949).

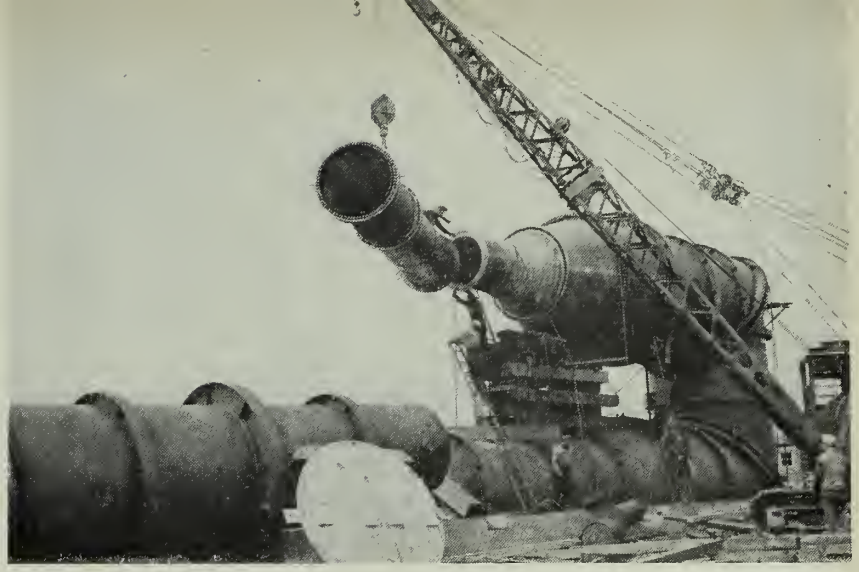
Cavitation around a poorly designed propeller can chew it up beyond recognition if given half a chance and send the ship into drydock as a result.

The old *Mauretania,* for example, had to go into drydock after two round trips to have her scarred propellers replaced.

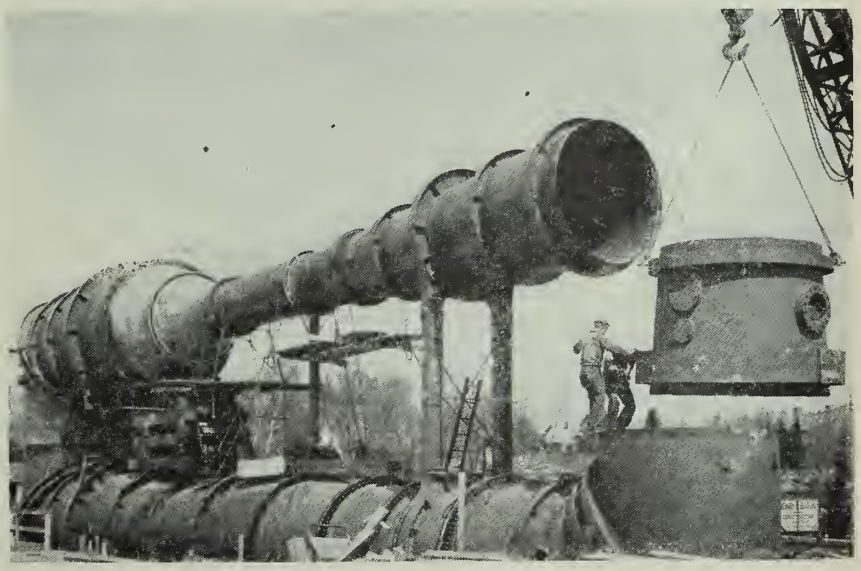
The French ship *Normandie* could make only one trip across the ocean and back before hydraulic repairs were necessary. Engineers have improved propellers since the day when the lovely *Normandie* used to ply the Atlantic but periodic repairs are still required. It is toward lessening this drydock time that Navy research is directed.

Cavitation also has some very important effects upon submarines. Cavitation bubbles are noisy when they collapse. When they burst underwater, they produce a boom like air rushing in to fill a vacuum created by the bolt of lightning that causes thunder.

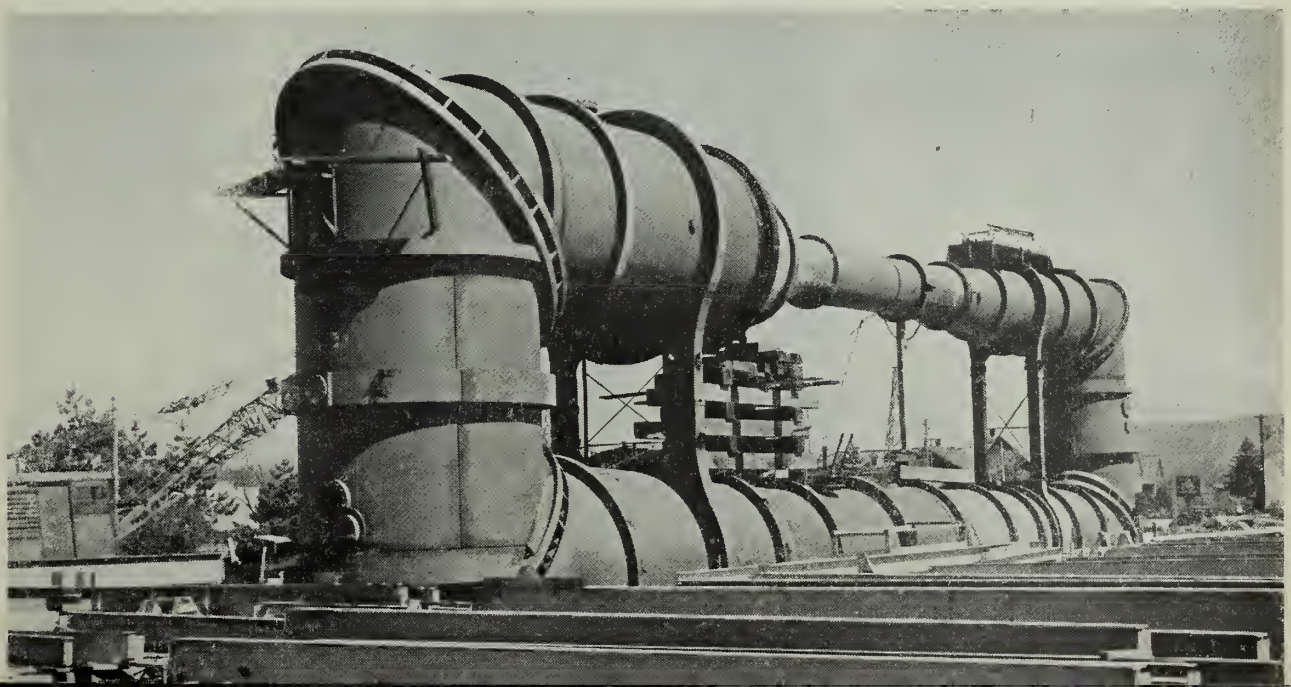
Naturally, if a sub generates much of this kind of noise it will be a simple matter for an enemy to detect it with acoustic listening devices. Scientists hope that with their big new water tunnel they will be able to provide some of the answers to the riddle of cavitation.



DUMMY test section is hoisted into place. Glass ports in the actual test section will not withstand the high pressures to be built up in tunnel trials.



ASSEMBLY nears completion (above). Below: Fully-assembled, the giant tunnel will eventually be housed in a brick, laboratory-filled research building.







MASTERY of modern ordnance problems aboard ships (left) and on proving grounds is vital to Reservists' training.

Ordnance Reserve Covers a Wide Range

A FEW months over half a century ago, the United States emerged in the family of nations as a recognized "first class power," following its great naval victories of the Spanish-American War.

At the same time, by destroying the Spanish Fleet, U.S. Navy gun power and naval ordnance developed an international reputation almost overlight.

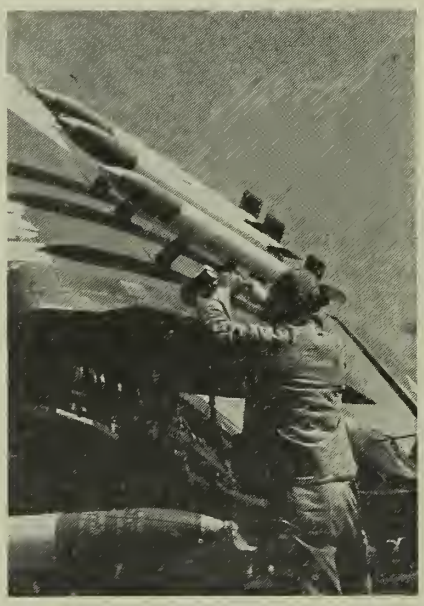
Progressive-minded Navy men foresaw the need for adequate ordnance and constant development in all phases of gunnery. They sparked a program which started modern naval ordnance on its upward path.

Challenging administrative red tape, lack of funds and die-hard old timers, they made progress in surface, air and underwater munitions until today we have earned the right to our reputation for having the finest naval ordnance in the world.

The Navy intends to keep it that way. To counteract the letdown that has followed practically every war since Revolutionary days, the Navy has inaugurated a program aimed to maintain ordnance in the Regular Navy and to keep up the interest of veterans and civilians in the Naval Reserve Ordnance Component.

Mission of the Volunteer Ordnance Reserve is to "provide an adequately trained force of ordnance officers (including Waves) and enlisted personnel of allied ratings who shall be available and mobilized in the event of an emergency."

With a scope extending from pyrotechnics and aeroballistics to the still secret realms of atomic warfare, naval ordnance has need for physicists, chemists, mathematicians, and specialists in electrical design, aerodynamics, torpedoes, mines and depth charges, guided missiles, fire control, nets and booms, underwater ordnance, degaussing and chemical warfare.



SUPERIOR rockets and air armament make Reserve planes and pilots potent striking force of the fleet.

These are the key personnel of the Ordnance Reserve, along with the enlisted ratings eligible to join — fire controlmen, gunners' mates, torpedomen, aviation ordnancemen, electronics technicians, minemen and radarmen.

The youthful Ordnance Reserve program already boasts of more than 50 volunteer units, about one third of its goal. To date the membership of 1,000 in the volunteer drilling units is made up largely of officers, but a campaign is under way to interest enlisted ratings in the volunteer units.

Enlisted ordnance personnel are also trained in the Organized Naval Reserve, in which specific activities provide instruction in particular rates. In the organized units drills are scheduled on a once-a-week basis, with members receiving pay for attending each drill.

The VOUs of the Volunteer Reserve meet in a voluntary non-drill pay status, with meetings usually scheduled once or twice a month.

The Volunteer Reserve program includes round-table sessions, with speakers from private industry and

representatives of the armed services, correspondence courses, training films, weekend trips to inspect ordnance activities, industrial plants and naval vessels, and annual two-week training at research laboratories, ammunition depots, torpedo stations, and a variety of naval schools.

A total of 133 movie films, both sound and silent, are available to volunteer ordnance units upon request.

Featured in lights on the marquees of the Reserve meeting house are such long standing hits (with all star casts) as "The Bat", "Tiny Tim", "The Fleet That Came To Stay", "Combatting Suicide Plane Attacks", – and "Gyroscope Creep and Precession in Torpedoes", and "Aircraft Torpedo MK 13".

Largest of the Ordnance Reserve units, and the first to be organized in the nation is Volunteer Ordnance Unit W-1, in Washington, D. C., with members drawn primarily from scientific, research and administrative jobs in civilian fields.

Typical of the Reserve group is VOU 9-1 Detroit, Mich. Its members are all veterans of World War II and belong to the Detroit Society of Mechanical Engineers. Meeting twice each month for round table discussions and training sessions, they pioneered the idea of weekend cross-country trips.

Journeying hundreds of miles aboard miliary planes flown by weekend warriors of the Naval or Air Force Reserves, the members of VOU 9-1 have visited ordnance laboratories, shipyards and other naval activities, to study at first hand such problems as fire control, dehumidification of ordnance equipment in "mothball ships", and general ordnance trouble-shooting.

The Training Section of BuOrd in conjunction with the Training Division of BuPers has prepared a training curriculum for use by the volunteer units.

This is the ambitious course of study of the Ordnance Reservist during his volunteer drill meetings, which indicates how far naval techniques have advanced in the past 50 years (the order of study and method of treatment are subject to adaptation according to local conditions):

Materials and Handling – plastics, rubber and non-metallic materials, lubricants, preservatives, packaging and material handling, moisture and fungus-proofing, mobile handling equipment.



IMPRESSIVE sight is rows of loaded rocket-launchers. These mobile and self-propelled missiles are deadly weapons in the hands of skilled Reservists.

Ammunition and Explosives—Jato, pyrotechnics, chemical warfare, primers, cartridge cases, rocket components, high explosives, amphibious munitions, underwater research, propellants.

Projectiles – Armor projectiles, bombs, ballistics, rockets and war heads, including applications, surface, aircraft and underwater problems.

Fire Control—Target designations, synchros, general fire control systems, stabilization and surface computers, underwater ordnance, optics and infra-red, radar, guided missiles.

Gun Mounts and Missile Launchers – Barrels, interior ballistics, stress analysis, turrets, power drives, launchers.

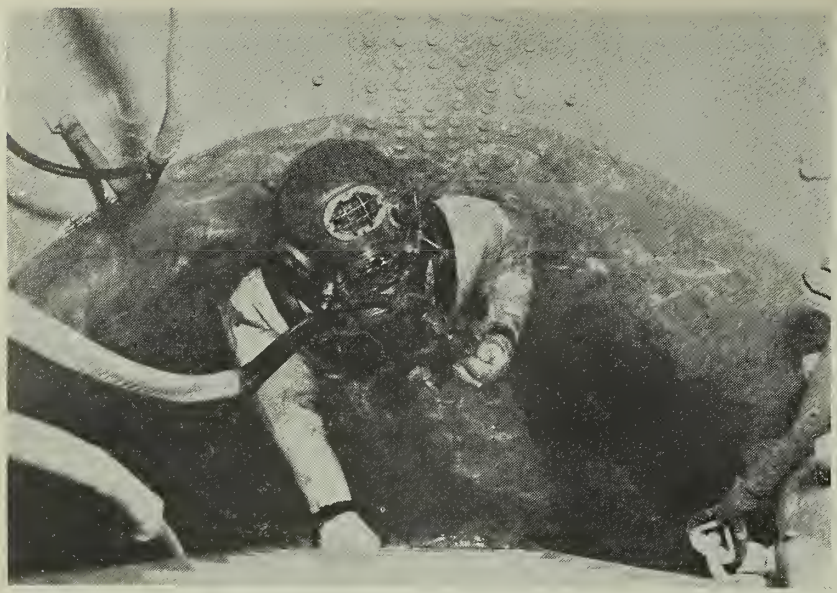
Underwater Ordnance—Torpedoes, control mechanisms and explosives, tubes, racks, steam and electric problems, special weapons, mines and depth charges, nets and booms, degaussing.

Aviation Ordnance – Aircraft guns and cannons, rocket launchers and recoilless guns, aircraft pilot fire control, bombardier and gunner fire control.

Guided Missiles, Jet Propulsion and Countermeasures—Guidance and control, missile forms and aerodynamics, propulsion, power plants, bodies and accessories, launchings, noise, beam-riders, VT fuses.

Of the 50-odd volunteer Ordnance Reserve units, perhaps the one whose members are closest to their potential mobilization assignment is VOU 11-1, Inyokern, Calif.

Stationed in the sandy, sagebush and greasewood wastes of Indian Wells Valley, south of the barren Mojave Desert, Inokern is the site of



MYSTERIES of underwater warfare are explored by student divers as men and equipment are tested under actual conditions during phase of training.

a naval ordnance test station whose primary function is the research, development and testing of all types of weapons.

Most of the members of the Reserve unit there are civilian experts in rockets and guided missiles. In addition to their regular activities as members of the Volunteer Reserve unit, they have served as hosts to other units on weekend trips from west coast naval districts, conducting tours and lectures on their own time.

A two-day familiarization tour of Inyokern NOTS provides Reservists with a unique inspection of a 12½ million dollar, nine-acre research center, the Michelson Laboratory, which contains all types of rockets and ordnance equipment used by the Navy.

The China Lake Pilot Plant at Inyokern is built at some distance from the inhabited area to insure safety of personnel in the preparation and handling of rocket propellants. Reservists study how the raw propellant material is processed, and prepared for loading.

At Baker 4, an aircraft firing range, they may inspect a rocket-propelled sled mounted on a mile-long track, which is used for carrying aircraft targets and testing airfoils and ballistic material.

Situated among the arid canyons and sun-baked hills is a range equipped with a steel-railed 1,500 foot ramp, which serves as an outdoor wind tunnel for testing rockets ranging from two-inchers to the huge "Tiny Tim".

In between is a high velocity aircraft rocket —"Holy Moses"— which gives a Navy fighter plane the firepower equivalent to a destroyer salvo.

Inyokern NOTS has also established a course for Reservists during their two-week annual training.

Annual training, as planned by BuPers and put into effect by naval districts, provides for refresher instruction of Reservists, enabling them to keep up with their wartime jobs and their many Navy associations.

For enlisted men in associated fields of ordnance are the following schools:

Naval School, Explosive Ordnance Disposal, Indian Head, Md.

Naval Schools, Fire Controlman, Great Lakes, Ill., San Diego, Calif., and Washington, D. C.

Naval School, Fire Control Technicians, Washington, D. C.

Naval School, Gunner's Mates, Washington, D. C.

Naval School, Mine Warfare, Yorktown, Pa.

Naval School, Nets, Tiburon, Calif.

Naval School, Torpedoman's Mates, Newport, R. I.

Naval Unit, Chemical Warfare, Edgewood Arsenal, Md.

Officers are eligible for special two-week courses given at naval ammunition depots, torpedo stations, shipyards, ordnance plants, offices of inspectors of ordnance, naval magazines, and naval air stations. Special instruction is also available to officers at the following:

Bureau of Ordnance, Washington, D. C.

Naval Ordnance Laboratory, White Oak, Md.

Naval Gun Factory, Washington, D. C.

Naval Proving Ground, Dahlgren, Va.

Naval Mine Depot, Yorktown, Va.

Explosive Ordnance Disposal Unit, Naval Powder Factory, Indian Head, Md.

Aviation Ordnance Test Station, Chincoteague, Va.



LECTURES broaden the knowledge of members of the Volunteer Ordnance Reserve who combine study with practical experience in trouble shooting.

Gunnery Officers Ordnance School, Naval Receiving Station, Washington, D. C.

Naval Station, San Diego, Calif.

Naval Powder Factory, Indian Head, Md.

Ordnance Test Station, Inyokern, Calif.

Naval Unit, White Sands Proving Ground, Las Cruces, N. M.

Naval Ordnance Development Unit, Applied Physics Laboratory, Johns Hopkins University, Silver Spring, Md.

In addition, seminars for Reserve ordnance officers are held annually at locations on the East and West coasts.

"Home-study" rate training courses for enlisted men who are unable to join drilling units are now ready (or will be available by the end of this year) for all grades in the rates of fire controlman, gunner's mate, or torpedoman's mate. They may be obtained by writing to commandants of naval districts (via commanding officers of drill units, if an individual is attached to one.)

For officers and chief petty officers, the first of four correspondence courses — *Ordnance and Gunnery* (NavPers 10712) — is available. Now in the process of preparation are *Ordnance Equipment, Ordnance Establishments* and *Airborne Ordnance.* These are obtainable by sending requests via local commanding officers and commandants of naval districts, to Naval Correspondence Course Center, Building 4, Naval Shipyard, Brooklyn, N. Y.

This long range plan is designed to provide realistic training for the Volunteer Ordnance Reserve, and calls for the activation of units in every large city or locality where men in allied ordnance fields are concentrated. Ordnance training officers have been ordered to active duty in each naval district to assist in organizing and developing this program.

Pleasant Community Life

At U. S. Naval Schools, Mine Warfare, Yorktown, Va., married personnel attached for duty find comfortable homes and pleasant community life at Robley W. Clark Terrace, on the station.

The housing project was named after Captain Robley W. Clark who was a pioneer in developing defensive mining of Pacific atolls during World War II. Captain Clark lost his life during a kamikaze attack on his ship off Okinawa.



BOX-LIKE stabilization system, attached outside the hull of *Peregrine* to minimize structural changes, is designed to reduce her roll by 80 per cent.

New Stabilizer Will Reduce Ships' Roll

Wouldn't it look funny to see a destroyer knifing along without rolling more than five degrees, in a roaring sea that would normally put a battleship's scuppers under?—And it would look even funnier to see an aircraft carrier rolling 30 degrees each way while anchored in a glass-smooth harbor.

Both of these strange sights may be seen one of these days, although the second would occur only during experiments or tests.

What the whole thing amounts to is a new ship stabilization system which has been under study by naval architects and engineers for some time. It has been installed in a temporary manner in the minesweeper USS *Peregrine* (AM 373), and is being tested at sea, in rough weather.

Preliminary tests consisted of operating the system by manual control on smooth seas to produce artificial roll, and of running the mechanism in dry dock. Throughout the tests, scientific instruments have recorded such data as power consumption and stresses and strains on the anti-roll machinery. Motion pictures are recording the findings.

Here is how the system works: Large tanks are installed at each side of the ship and half filled with water. Each tank is connected by a large transfer duct to a tank at the opposite side of the ship. Inside each duct, near the bottom of each tank, is a large variable-pitch propeller. That makes two impellers in each duct.

Let us say the ship starts to roll to starboard. Instantly, an electronic controller sets the electrically powered impellers into motion. Before the ship has rolled more than a couple of degrees, enough water has been pumped into the port-side tank to prevent further rolling to starboard. Pretty soon a wave comes along which tries to roll the ship to port. In a jiffy several hundred thousand gallons of water go squirting into the starboard tank. The tilt to port dies a-borning.

Better shooting for all warships and better plane handling for carriers is expected if use of the stabilizing system spreads throughout the Navy. It is estimated that the "activated tank stabilizing system" would comprise one per cent of a new ship's weight. It would increase a ship's cost approximately three per cent and would require only two per cent of the ship's propulsive power to operate.

The new control system was designed and constructed at the Navy's David Taylor Model Basin at Carderock, Md.

LETTERS TO THE EDITOR

Striking for Yeoman

SIR: I am interested in striking for yeoman but I'm not familiar with the references I should use nor the procedure I should follow. My trouble is that I don't know how to type, but I want very much to be a yeoman. If anyone is planning to stay in the Navy for a career, he should strike for rate wanted, which is my case. Please tell me how I can go about applying for this training. — J. L., SA, USN.

• *You should see your head of department and your executive officer. If your record is good and if your general classification test marks are above average, you should be able to strike for yeoman eventually. However, you should take steps to learn the fundamentals of typing as soon as possible.* — ED.

Enlistment in Marine Corps

SIR: I have been in the Navy for two years, and am thinking of joining the Marine Corps when I am discharged from the Navy a year from now. Would you be so kind as to answer a few questions? My rate in the Navy is airman. Could I go into the Marines as a corporal? I know that the Marine Corps hashmark is for three years. When I enlist in the corps I'll have three years in the Navy. Do I rate to wear it? Any information you could give me would be helpful. — PLP, AN, USN.

• *The answer to both of your questions is "no." All men enlisting in the Marine Corps for the first time are enlisted as privates regardless of the rank held upon discharge from any other branch of the armed forces. Regarding hashmarks, you were evidently misinformed. In the Marine Corps, as in the Navy, enlisted personnel wear one service stripe for each* four *years of service. You would rate a hashmark after one year in the Marine Corps if you enlisted in the Marine Corps after serving three years in the Navy.* — ED.

Intelligence Billets Open?

SIR: In a recent issue you state that a limited number of billets are available in Naval Intelligence for enlisted personnel and you give the chain of command for forwarding an official request. Can you tell me if there are any such billets available to an AD2? — J. T. S., USN.

• *There is no allowance for the rating of AD2 for duty with Naval Intelligence. There is, however, a very limited number of billets for ADCs, ALIs and ADC(AP)s.* — ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

EMs at Intelligence School

SIR: Is it possible for an enlisted man to receive an appointment to Naval Intelligence School, Naval Receiving Station, Ancostia, D. C., to take the linguistic course now open to officers? I am interested in languages and would appreciate any possible chance to take this course.

Also, is there any dope on a first class petty officer being able to take an examination for the rank of warrant officer? —W. C. P., AD1, USN.

• *Enlisted personnel are not eligible to attend the Naval School, Naval Intelligence, Receiving Station, Washington, D. C.*

Regarding advancement to warrant grade, the subject is receiving much thought at present in the Bureau of Naval Personnel. The Bureau now is in the process of developing means of evaluating candidates for LDO and warrant status. Until this project is completed and some of the uncertainties worked out, the Bureau considers that it would be unwise to make any announcement regarding advancements to warrant grade. — ED.

Credit for Unused Leave

SIR: If a man has 60 days' leave to his credit at time of discharge, is it possible for him to get paid for 30 days and transfer 30 days to his new record if he immediately reenlists on board the same ship or station? Or is it possible for him to get paid for 30 and to take 30 days' leave at the time of reenlisting?—C.L.E., SKC, USN.

• *The answer to both questions is "negative." Regulations governing cash settlements for unused leave are given in the BuPers Manual (6701 — 6714). It will be noted that no authorization for "splitting" accrued leave at time of discharge is contained in these articles. A man may, of course, take some leave immediately* before *discharge and either take a cash settlement for the rest or transfer the rest to his new enlistment. Also, he may take a cash settlement for his unused leave, then take reenlistment leave and charge it against leave to be earned on the new enlistment.*—ED.

Benefits Due Fleet Reservists

SIR: I am retiring 1 Aug 1949 with 20 years service and would like to know (1) if my pension check is taxable? (2) Am I eligible for the "52-20 club"? (3) Will I be able to attend school under the G.I. Bill of Rights? — A.C.D., ADC, USN.

• *(1) It is presumed that by the "pension" on "retiring after 20 years service" you refer to the retainer pay of enlisted personnel transferred to the Fleet Reserve after 20 years service. Under present laws the retainer pay of an enlisted man transferred to the Fleet Reserve and released from active duty after 20 years service, and who is not retired from the naval service for physical disability resulting from active service, is subject to Federal income and withholding taxes. He may claim the same withholding exemptions allowed any other taxpayers by Federal income tax laws. The Field Branch, Bureau of Supplies and Accounts, will annually furnish him with a statement showing the total amount of his retainer or retired pay and the amount of tax withheld, if any, for use in filing his Federal income tax return for the year. (2) and (3) Readjustment allowances ("52-20 club"), education, and loan guaranty benefits of the G.I. Bill are available to retired personnel provided they had 90 days or more of active service anytime after 16 Sept 1940 and prior to 26 July 1947.* — ED.

Counting Reserve Time

SIR: I enlisted in the Navy in October 1942 and was discharged in August 1946. I was in the inactive Naval Reserve from August 1946 till April 1948, when I reenlisted in the regular Navy. Do I have to make up my Reserve time in order to retire on 20? I now have nearly seven years in the Navy. I have four years of active service and 20 months of inactive Reserve service. Do I have to be in the Navy for 16 more years to make up my 20?—R. F. S., BM3, USN.

• *All active Federal service counts for transfer to the Fleet Reserve, provided you continue on active service and are in the Regular Navy on completion of 20 years' active Federal service. Since your 20 months in the Naval Reserve were not spent in active service, that time cannot be counted toward the necessary time for transfer to the Fleet Reserve. If your personnel man will lend you a copy of the BuPers Manual, you will find the authority for this in Article C-10320 (3) (b).* — ED.

Somebody Fed Us a Line

SIR: I refer to the inside cover picture which appeared in the April issue of ALL HANDS showing the USS *Massey* (DD 778) being fueled by the USS *Leyte* (CV 32). The caption says that the "towing cable has been passed along with other lines will keep the ships together to prevent parting of the hose." Actually, the lines passed between the two ships serve two purposes, to pass the loading line, and to pass mail between the ships and fresh foods and cigarettes from the big ship to the less fortunate can. Preventing the parting of the fuel hose depends entirely on the skillful handling of their ships by the respective conning officers.—A. C. R., LT, USNR.

• *Comparing arrangement of lines in the picture with descriptions in USF83, the lines appear to be (left to right): (a) "Inhaul Line" which has been passed from the CV to the DD and is used to haul over a trolley to which a provision-bag is hung; (b) "High Line" which has been passed from the CV to the DD and is used as a trolley wire upon which the provisioning trolley travels; (c) "Telephone Line" which has been passed from the CV to the DD. Telephone wire is strapped to it.*—ED.

Eligibility for GI Bill

SIR: I enlisted in the Regular Navy in November 1946 and am still on active duty. Am I eligible for all benefits under the GI Bill of Rights? — D.O.N., PN3, USN.

• *Yes, provided that you get a discharge under conditions other than dishonorable. You will be eligible for benefits which will include education or training (education or training must be begun within four years after your discharge and completed by 25 July 1956); readjustment allowances if you are unemployed or self-employed of up to 52 weeks duration which are payable within two years from your discharge but before 25 July 1952; a guaranty or insurance for a loan (until deadline date of 25 July 1957).*

The amount of education and training for which you will be eligible depends upon your time in service before the deadline of 25 July 1947. — ED.

Looking at Your Record

SIR: (1) Which of these are given upon the effective date of a two year extension of enlistment; shipping-over money, payment for unused leave, reenlistment leave or leave with furlough travel allowance granted. (2) What are the regulations pertaining to enlisted men looking through their own service record? — J.H.B.,RM2, USN.

• *(1) Shipping-over money—yes payment for unused leave and reenlistment leave or leave with furlough travel allowance granted—no. (2) Enlisted men may look through their own service records at the discretion of the commanding officer or executive officer who are charged with the custody of the service records of the enlisted personnel under their command.*—ED.

Rate Revokation After Authorization

SIR: We would like some information concerning the legality of a man's rate being revoked after being authorized by the Bureau and effected. In this case the man was given a deck court in March and was awarded six months' probation. In April he was recommended for advancement and had a 3.5 mark in conduct for that quarter. He took and passed the examination in April and was notified of his advancement on 16 May, but on 23 May he was notified that his rate had been revoked by the CO. The reason given was that his probation period had not lapsed and that he would have to wait out the remaining probationary time to be advanced. (1) Was his "break" legal? (2) If so, will he automatically receive his rate at the end of his probation? — D.A.B. and R.W., USN.

• *(1) Article 47, Articles for the Government of the Navy, provides that, as a punishment for a single offense, commanding officers may reduce an individual if the CO has established that rating himself. As phrased in your inquiry, no opinion can be expressed as to the legality or as to the possibility of administrative error. (2) At the end of probationary period, the "broken" man must follow normal procedure for advancement in rating. Advancement is at no time automatic.* — ED.

Reenlistment Leave

SIR: As stated in BuPers Manual Art. C-6305, reenlistment leave *"normally* should be taken upon reenlistment. However, reenlistment leave may be taken later during the period of the new enlistment if the individual so elects, but the time of taking such leave will then be at the discretion of the individual's commanding officer."

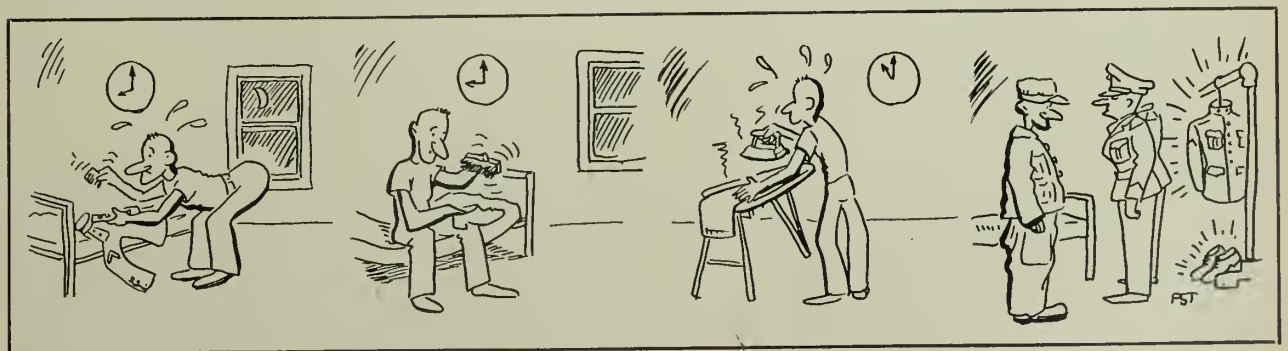
From this it is not understood whether an individual may or may not, at his own option, depending on the favorable or unfavorable factors present, proceed to take other leave (i.e., emergency, annual and/or delay en route) prior to taking leave marked as "reenlistment leave," thus serving to forestall the taking of reenlistment leave and consequent receipt of emoluments commensurate therewith. Can this be clarified? — C. L. L., PN1, USN.

• *The article quoted states that the time of granting reenlistment leave when not taken upon reenlistment will be at the discretion of the commanding officer. However, it is expected that the first leave granted subsequent to reenlistment will normally be classed as "reenlistment leave," except in unusual circumstances such as when the commanding officer cannot spare the individual sufficient time to travel to desired leave address and return. Furlough travel allowance will be paid in accordance with Art. 7501 U. S. Navy Travel Instructions when reenlistment leave is taken.*—ED.

Courtesy in the Brig

SIR: Is or is it not compulsory to "sir" prisoner guards when in a prisoner status in a Navy brig? — L. E. & J. P., YN2, USN.

• *It depends on the brig regulations as approved by the Commanding Officer. He is authorized and required to issue detailed instructions in writing for the guidance of prisoners, and is required to furnish each prisoner with a copy of these instructions and also to see a copy is prominently displayed in places accessible to prisoners. Since it is a custom of the service to use "sir" in addressing anyone in authority, most brig regulations contain the stipulation that guards will be addressed as "sir" by personnel in a prisoner status.* — ED.



GLOBE, CAMP LEJEUNE, N. C.

Mustering-Out Pay

SIR: In July 1948 ALL HANDS, p. 45, you stated that personnel separated from the naval service under honorable conditions between 7 Dec 1941 and 3 Feb 1944 now have until 3 Feb 1950 to apply for mustering-out pay. I was discharged on 14 Jan 1942 and reenlisted on 15 Jan 1942 under honorable conditions. A claim for MOP was sent to the General Accounting Office, Claims Division, Washington, D. C. and forwarded to BuSandA, who in turn forwarded it to me stating that Public Law 190, 79th Congress, Section 7(e) was retroactive to 1 Feb 1945 for purpose of paying MOP on enlistments, reenlistments and appointments in the naval establishment effective on or subsequent to that date, therefore making me ineligible to receive MOP. What I would like to know is, will I lose out altogether if I am retained as an USN(T) after 3 Feb 1950?—R. R. C., LTJG, USN(T).

• *The article in the July 1948* ALL HANDS *made reference to Public Law 539-80th Congress, approved 19 May 1948, which provides only for persons who were considered to have been permanently separated from the naval service between 7 Dec 1941 and 3 Feb 1944 and who had not made application for MOP before 3 Feb 1946. Under this Act such persons now have until 3 Feb 1950 to file application for MOP.*

The Act made no provision for persons who had been discharged prior to 1 Feb 1945 and immediately enlisted, reenlisted, or accepted an appointment in the Regular Navy. If otherwise eligible for payment such persons will be entitled to MOP, computed on all active service on and after 7 Dec 1941, at the time of a subsequent discharge or final separation. Therefore, a person who enlisted, or reenlisted, in the Navy in 1944, for a period of six years, will be entitled to MOP at the time of discharge in 1950, if otherwise eligible for such payment.

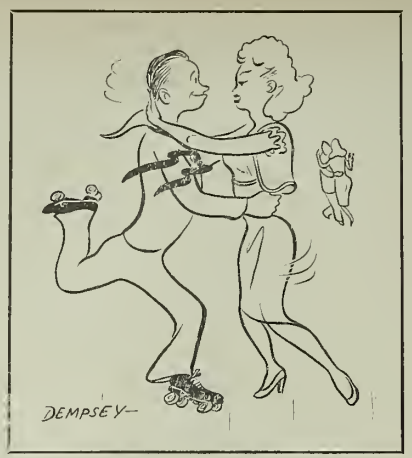
A person who reenlisted in 1942 and subsequently accepted a temporary appointment as a commissioned officer will be entitled to MOP if he reverts to his enlisted status, if discharged on or after 1 Feb 1945, and reenlists or accepts a permanent appointment as a commissioned officer in the Regular Navy. Persons who are transferred to the Fleet Reserve or placed on the retired list, with retirement pay, will not be entitled to MOP.—ED.

No 'Convenience' Discharges

SIR: I am a USNEV and my enlistment expires 29 Sept 1949. I intend to enter the fall term of college and have been informed that the college opens the 15th of September. Since I will have 18 days coming at the end of my enlistment, is it possible for me to be discharged 18 days early so I may enter the fall term? — W.H.W., USNEV.

SIR: I would like to return to college without losing time or waiting for the following semester to begin. Is it possible for me to obtain a discharge two months before my regular enlistment expires? — J.L.G., ET3, USN.

• *Enlisted personnel including* USNEV's *are expected to serve until the expiration of their enlistments unless discharged sooner for meritorious cases of dependency or family hardship. Early discharges are not authorized for reasons of own convenience such as returning to school.* — ED.



"My what a smooth dancer."

GCM a Bar to WO?

SIR: I have heard through rumors that it is impossible for an enlisted man once convicted by a general court-martial to achieve the rank of warrant officer or any commissioned rank in the U. S. Navy. Is there any truth in such a statement? — R. B., AK1, USN.

• *There is no statute which would bar the appointment to warrant or commissioned rank in the naval service of an enlisted man who has been convicted by a general court-martial. His application would be reviewed and examined with particular consideration accorded to the nature of the offense or offenses of which he was convicted. His application would be accorded equal consideration with similar applications submitted by other enlisted men with unblemished records. However, the likelihood of acceptance would naturally be less.* — ED.

Reenlistment Allowance

SIR: I enlisted as a stationkeeper for four years in 1946. I was discharged after two years of service and reenlisted within three months at another station. Am I entitled to reenlistment allowance or does that apply only to the Regulars? —C. S., USNR.

• *Reenlistment allowance is payable only for reenlistments in the Regular Navy on or after 1 Feb 1945.*—ED.

Too Long on One End

SIR: I intended to make the Navy a 20-year plan but now I would like to know if I could be transferred to the Army to complete my time. I like the Navy very much but I am too tall for the kind of ship I am on and need a higher ceiling or overhead so to speak. I stand six feet, five inches in my stockings and weigh 210 pounds. Lately my friends have been telling me that I am getting round-shouldered and bent. They are right too because the overhead is only six feet, two inches high. I have been in this position for nearly four years now and have not been able to get a transfer. As I said, I like the Navy and my sole reason for requesting a transfer to the Army is that my height makes the standard of living aboard ships too small. I am not broke but you will agree that in my present billet I am badly bent.—J. C. R., USN.

• *Your height of 77 inches falls within the specified requirements for enlistees in the Navy. To authorize early discharge for this reason would not be fair to many other Naval personnel in the same status who, like you, are performing valuable service in the Navy. There is no provision in the prescribed discharge standards common to all the services which allows an enlisted man of one service to be discharged for the reason of enlisting in another service prior to the normal expiration of enlistment. It appears that your desire to become a member of another service will have to be postponed until after the expiration of your current enlistment.*

BuShips states that the minimum clearance on all ships of the type your letter indicated you are on is six feet, six inches. And that is only where there are main structural members. At all other places the clearance is considerably more. This, of course, does not include hatchways or doors — even the shortest sailors have to bend for those. —ED.

Agreement to Extend

SIR: The question has arisen as to whether or not an agreement to extend enlistment, NavPers Form 604, is legal and valid if all copies have not been signed. Article C-1406 (5) states requirements for this form to be legal and binding, one of the requirements being that all copies must be signed. In the case in question, only the original was signed.—D. R. R., YN3, USN.

• *The original of an agreement to extend an enlistment, when executed on the authorized Form NavPers 604-NavSand 513 and signed by the individual concerned and the officer administrating the oath, is legal and binding, notwithstanding the fact that the copies may not have been signed as required in BuPers Manual.*—ED.

$1.14 a Day for Meals

SIR: I am aware that authorization to receive commuted rations has to be approved by the commanding officer, but does he also have the authority to charge an enlisted man more than $1.05 per day? Civilians are now charged $1.14 per day due to a late change and according to the disbursing officer here, who collects for commuted rations, enlisted men also have to pay $1.14 per day, but continue to draw only $1.05 per day—S.E.M., USN.

• *Monetary values for rations are established by SecNav on the basis of recommendations from BuPers in the case of commuted rations and from BuMed in case of hospital rations. SecNav established value of hospital ration at $1.14 per day effective 1 April 1949. Enlisted men drawing commuted rations may purchase meals from a general mess or a hospital mess but if meals are purchased from a hospital mess the daily charge is $1.14.*—ED.

A Hand for the Band

SIR: I have had four years service in a band of another service branch and would like duty with a naval band. Are there any schools that a seaman may enter for training of this type? — F.A.S., SN, USN.

• *Qualified personnel may apply for the basic course at the U.S. Navy School of Music, Washington, D.C. Requests for assignment must be submitted to the Chief of Naval Personnel via (1) the commanding officer, (2) Officer in Charge, U.S. Navy School of Music, Receiving Station, Washington, D.C.*

Applicants must have at least two years obligated service. Form applications for entrance to the Navy School of Music must accompany requests for assignment. These forms may be obtained by writing to: OinC, NavScol (Music), RecSta, Washington, D.C.

Sight-reading requirements and information on other courses are contained in BuPers Circ. Ltr. 118-47 (AS&SL, Jan-June 1947). — ED.

Concerning CB Rates

SIR: Some questions have arisen here concerning construction rates and personnel striking for CB rates aboard air stations. BuPers Circ. Ltr. 155-48 states in paragraph 3 (c) that construction men can be advanced in occupational group VIII only. Now, here are the questions:

(1) Is a construction man any person in pay grade 5 or 6 who is striking for a CB rate?

(2) Can a seaman (general service) strike for CB rates aboard shore activities?

(3) Is special training such as service schools required before a man in pay grade 5 or 6 can strike for and advance to construction rates?—W. H. H., YN2, USN.

• *(1) No, a construction man is a person holding that rate (CN) in pay grade 5. (2) No. (3) The special training you mention is not an absolute requirement. However, it is currently being given and is a practical requirement. Naval Construction Schools are at Port Hueneme, Calif.*—ED.

Regain Temporary Rank?

SIR: Is it possible to get my temporary rank back? If so, what is the procedure to follow in effecting it? I reverted from lieutenant to chief petty officer to accept what appeared to be a golden opportunity in civilian life. Since then, however, I have changed my plans and desire to remain on active duty until I complete 30 years' service.—J. L. S., GMC, USN.

• *At the present time there are no procurement programs open for appointing enlisted personnel to warrant or commissioned rank for temporary service. At such time as a future directive should invite recommendations for either temporary or permanent appointment of enlisted personnel to warrant or commissioned rank, you may be recommended by your CO in accordance with such policy.*—ED.

Should Man Be Rated?

SIR: An item of such interest and argument has come up that you might be able to clarify it for us. A man takes an examination for advancement in rating on 31 March. On 27 April he is recommended for trial by GCM. An advancement in rating letter comes out with the man's name listed as being eligible for advancement in rating. The letter states that after a specific length of time the rate becomes invalid. The question is, should the man be rated? If so, by what authority; if not, by what authority?—K. I. C., PN3, USN.

• *The conduct mark assigned as of the date of the offense for which later, on 27 April, he is recommended for GCM trial would prevent his advancement of 16 May. Refer to Article C-7820, BuPers Manual and to enclosure (A) of BuPers Circ. Ltr. 155-48.*—ED.

Uniform Allowance

SIR: A CPO (PA) was reduced in rating through action of a summary court-martial which was approved by the convening authority. The "bust" was published and read to all hands at quarters. The chief sold his uniforms in order to buy a complete "white hat" outfit. Then several weeks later a bureau order came back disapproving the reduction in rating. Is it possible that the CPO could get a reinstatement allowance of $250, the same as when he originally got a CPO rating?—J. J. K., CSC, USN.

• *No provision for such payment exists.*—ED.

Ship Reunions

News of ship reunians and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editar, All Hands Magazine, Room 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., faur or more months in advance.

• USS *Franklin* (CV 13): A reunion is being planned for the near future for former members of this carrier. Contact Robert A. Ladewig, 1309 Nelson Street, Chicago 13, Ill.

• USS *Butte* (APA 68): A reunion is being planned of former personnel on board this ship, with the date and place scheduled for St. Louis, Mo., sometime in 1950. Those interested should contact Robert N. Bradbury, 1145 Diaz St., St. Louis, Mo.

• USS *Thomas Jefferson* (APA 30): The second annual reunion of former shipmates will be held on Saturday evening, 24 Sept 1949 at the Penn-Sheraton Hotel, Philadelphia, Pa. For information contact Michael T. Sullivan , 3926 Locust St., Philadelphia, Pa.

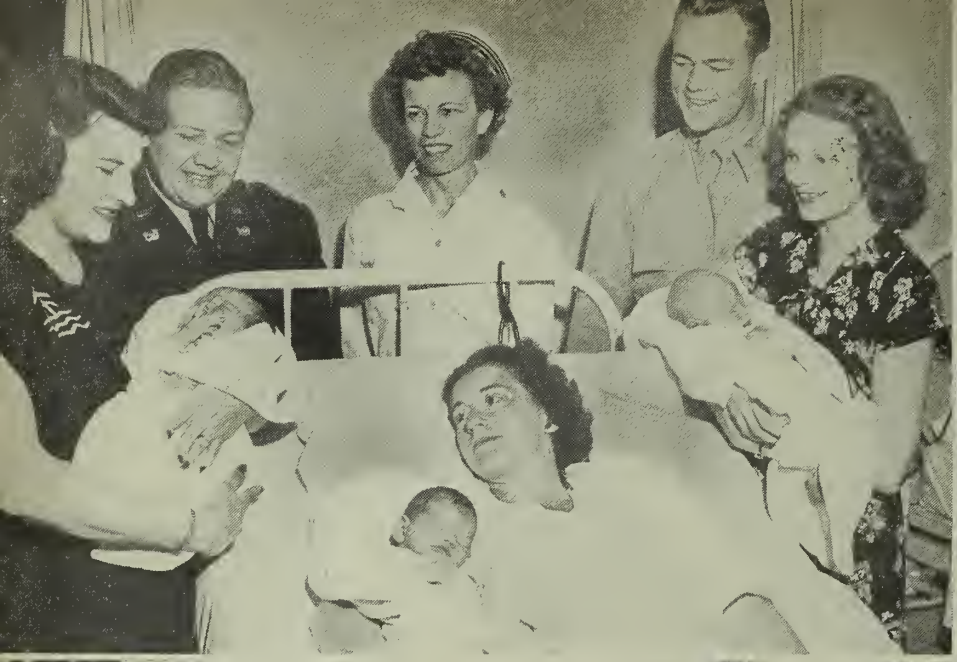
• USS *Purdy* (DD 734): A reunion will be held in New York on the weekend of 17 Sept 1949. For detailed information write to Lewis A. Helphand, 28 Marine Avenue, Brooklyn 9, N. Y.

• USS *Ticonderoga* (CV 14): A reunion of all former crew and air members of the "Big T" is planned for the weekend beginning Friday, 16 through 18 Sept 1949 in New York City. All persons interested should write to Warren A. Burr, Jr., 1764 Dorchester Avenue, Dorchester 24, Mass.

• USS LST 213: A reunion will be held for all officers and enlisted personnel who served on board this ship, on the weekend of 12 Nov 1949 in New York City. Contact Bernard T. Poor, Post Office Box 671, Woonsocket, R. I., for detailed plans.

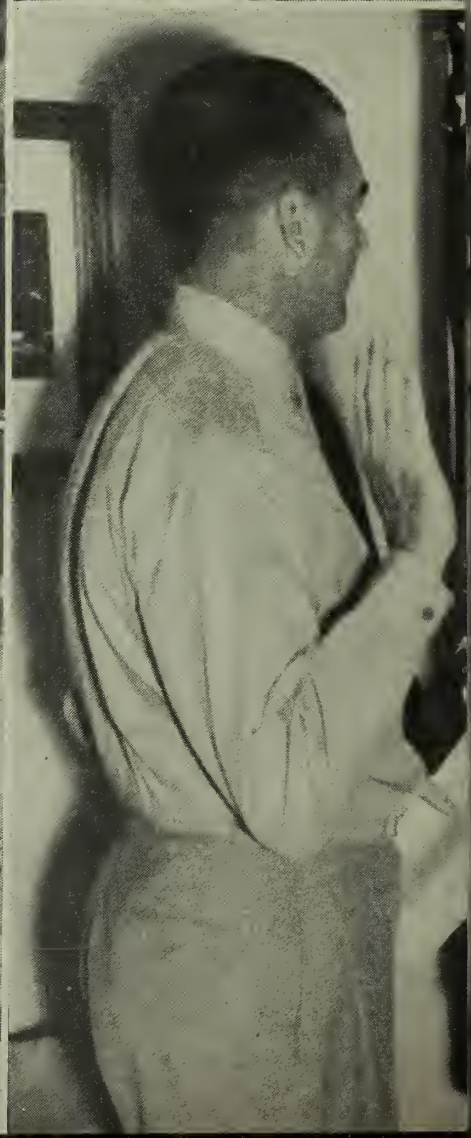
• USS LST 539: A reunion of all former crew members is planned this fall at the American Legion National Convention in Philadelphia, Pa. (Ends 3 Sept. 1949.) All interested personnel should contact George C. Gibbs, R.F.D. No. 3, West Paris, Me.

• USS *Santa Fe* (CL 60): Third Annual Reunion Dinner will be held 15 Oct 1949 at Hotel Capitol, 51st St. and 8th Ave., New York City, with dinner scheduled at 8 P.M. Guest of honor will be CAPT H. C. Fitz, USN. Bid for the reunion dinner will be $7.00 and the affair will be stag. Send money to Joe Lupo, 7807 84th St., Glendale 27, New York City, N. Y., or to John McGrath, 9514 97th St., Ozone Park 16, New York City, N. Y. Room reservations should be applied for in advance.



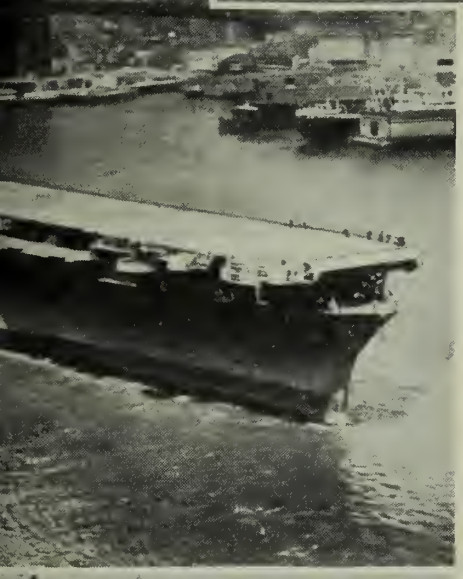



GO NAVY





TODAY'S NAVY





Navy Will Take Over Army Ships 1 Oct In Line with Sea Transportation Policy

The new Military Sea Transportation Service to be initiated on 1 Oct 1949 will have a total of 223 personnel transports, cargo vessels and tankers for carrying service personnel, dependents and supplies to overseas bases.

The Navy takes over from the Army 129 vessels – 66 passenger transports, 58 cargo ships and five tankers. Added to that number will be 94 Naval Transportation Service ships, consisting of nine personnel transports, 12 cargo vessels and 73 tankers.

Ordered by a directive from the Secretary of Defense, the move is in line with the policy of assigning responsibility of sea transportation to the Navy.

Operation of jointly used military land transportation – which includes highway, railroad, pipeline and inland waterways – was assigned to the Army on 15 Mar 1949, with details still to be worked out and submitted to the Secretary of Defense.

In addition to the Army ships assigned to MSTS, which will be under the command of a Navy flag officer, all personnel, facilities, equipment and funds previously provided the services for sea transportation will be transferred.

Personnel transferred to the administrative control of the Navy under the new plans include Civil Service workers presently employed as crewmen and officers on the Army vessels. They will continue in their present occupations.

The MSTS vessels will continue making their present runs to Europe, Asia and other parts of the world. The scope of operations will thus be much wider than was that of the Naval Transportation Service vessels, none of which made runs to Europe.

← The Navy in Pictures

THE BIG 'E' is taken out of mothballs for overhaul at New York Naval Shipyard (above right). Top left: Army, Navy and Air Force families gather in Seattle, Wash., hospital where the three wives became mothers on the same day. The husband of Mrs. Harland Barrett, in bed is a petty officer on board USS *Dixie*. Center left: Youngsters visiting USS *Albany* take an early interest in their future. Below left: Pretty Waves at NOATC Pensacola celebrate their seventh birthday at the Annapolis of the Air. Lower right: Miss Jacqueline McCutchen, first woman in the 15th ND to be enlisted under the new recruiting program is sworn in by CDR Ellis B. Rittenhouse, Director of Naval Reserve.

Chest X-Rays for Civilians

It is an established fact that Navy personnel are among the healthiest people in the world. Now the Navy is making it possible for its civilian employees to claim that distinction also.

In the past year over 262,341 chest x-rays and examinations have been given by Navy Medical Department activities to civilian employees.

YESTERDAY'S NAVY



Second Battle of Philippine Sea 24-25 Oct 1944 where U. S. Navy sank 59 Jap ships. Navy War College established 6 Oct 1891. Historic Battle of Trafalgar 24 Oct 1805 altered tactics of future sea warfare.

OCTOBER 1949

SUN	MON	TUE	WED	THU	FRI	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					



CONGRATULATIONS are extended Floyd Taylor, SA, by UnderSecNav Dan A. Kimball for outstanding performances in boxing tourneys this season.

Canadians Train at Quonset

Naval Air Station, Quonset Point, R. I., has become the home port of two Canadian Navy air squadrons for a three-month combined training program.

The two squadrons, comprising the Eighteenth Carrier Air Group, flew from their base at Dartmouth, Nova Scotia, to Quonset Point for training in American carrier landing techniques and antisubmarine procedures. Ground crews and engineering officers arrived aboard two destroyers and a supply ship of the Canadian Navy.

Memorial to James Forrestal

A bust of James Forrestal is to be cast in bronze and placed in the Pentagon building, the headquarters of the National Military Establishment.

Voluntary contributions toward the bust from Mr. Forrestal's old associates "from top to bottom" are being received by the office of SecDefense Louis Johnson. No contribution may be more than one dollar.

The idea for the bust, to be a memorial tribute to the man who was the first Secretary of Defense and Secretary of the Navy from 1942 to 1947, was proposed by Senator Millard E. Tydings, chairman of the Senate Armed Services Committee.

The bust, Senator Tydings said, would honor a man whose death "was caused in large measure by the strain imposed on him as Secretary of Defense when he was constantly confronted by difficult and conflicting points of view on problems of the first magnitude. These he had to resolve with the welfare of the country in mind.

"None of us can express adequately our gratitude for Forrestal's work for his country nor can we voice the deep sympathy which his tragic death evoked in us all. (We should not) let the matter pass without some adequate expression on the part of those who served with him in at least establishing a memorial to his gallant, efficient and sacrifical service."

Fire-Resisting Paint

Navy pilots – as do all pilots – have always had a deep-seated fear of being trapped in a burning plane and having the gas tank explode in their faces.

Thanks to a new fireproof coating material that can be brushed on a gas tank like a thick paint, this risk will now be considerably reduced.

The new compound is a combination of the latest thing in fire-resisting paint and certain elements of rubber and will stand up under intense heat (up to 1800 degrees Fahrenheit).

The new coating will keep a gas tank cool in the face of the hottest blowtorch. This was proved in a test on two of the Navy's self-sealing, rubber aircraft gas tanks which had been installed for the test in the wing of an obsolete plane and filled with high-octane gas. One tank was coated, the other uncoated.

Two firefighters, swathed in protective asbestos suits, blazed away at the two tanks with a torch. After a few minutes the uncoated tank began to smoulder and the fuel burst into flame. The fuel in the "painted" tank remained safe and the tank later showed litle surface damage.

The best thing about this new coating, the Navy says, is that it can be applied not only to rigid gas tanks but also to these flexible, self-sealing tanks.

The Navy has for some time had fire resistant paints that would not



CREW'S LOUNGE affords pleasant relaxation to a group of sailors enjoying 'off hours' on board USS *Albany* during summer Reserve training cruise.

burst into flame in the face of intense heat, but the new compound is the first application of the same principle to flexible surfaces.

In further tests with aluminum tanks, the new substance withstood the heat of the torch for 28 minutes without burning. The same tanks without the protective coating had holes burned in them in less than two minutes.

Gas Well Located in Alaska

Natural gas in commercial quantities has been found by the Navy near Point Barrow, Alaska.

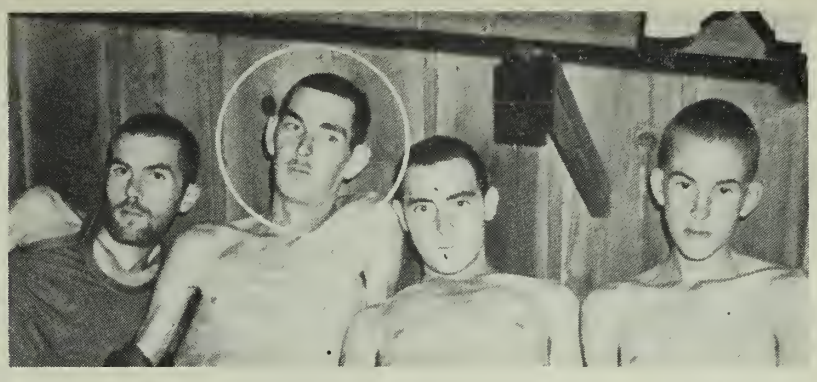
Known as "South Barrow No. 2," the natural gas well is located in the Arctic Basin of Naval Petroleum Reserve Number 4, about six miles south of Point Barrow.

The well is now providing enough gas to meet the fuel requirements of naval installations at Point Barrow and will mean a tremendous saving in the cost of transporting fuel from the U. S. for heating and cooking purposes.

The Navy's oil explorations began in the Arctic Basin over four years ago. The first drilling was done by Navy Seabee units and after the war Navy-employed contractors carried on the work.

Discovery of the natural gas well and the "shows" of oil that have been taken from other wells drilled in the area, lead to the belief that oil fields large enough for commercial operations exist in the area.

Another fact established by the Navy's research is that gas and oil deposits are far more widespread in the area than was originally anticipated.



Do You Know the Identity of This Man?

Do you know the man second from the left (circled) in the accompanying picture?

This picture was taken on 29 Aug 1945 in a prisoner of war camp at Aomori, Japan, when U. S. Navy men rescued the inmates. Seeing the photo in a newspaper, a lady in California was convinced that the liberated prisoner encircled here was her son who had been listed as missing almost two years before. The newspaper did not identify the prisoner and a check with the photo files in Washington also left him nameless. And no word came to the California mother whose son, if this is really he, should have been recuperating in a state-side hospital.

If you can identify the serviceman, or think you can, drop a line to the Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Washington 25, D. C.

Navy's Underground Hospital

In a shallow valley at the base of a low hill in Guantanamo Bay, Cuba, lies the Navy's only hospital which is completely underground.

Built in 1942-43, it consists of four reinforced concrete, quonset-like structures covered with the earth and natural vegetation of the surrounding countryside. As well as camouflaging, the earth-covering also helps make the subterranean hospital practically bomb, shell and hurricane proof.

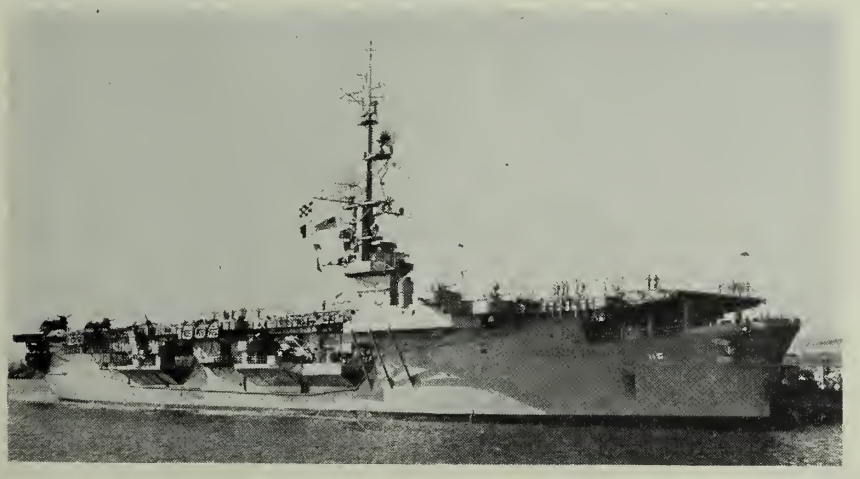
Each of the four units have a capacity of 30 beds and are set up and equipped to make it a self-containing hospital in case of an emergency. Two of the units have operating room facilities while an X-ray developing tank, with a portable machine for radiographic work, has been installed in one unit.

Between units one and two, and three and four, in concrete and steel enclosed revetments, are self-contained Diesel generator motors that furnish partial air conditioning and electric current. Emergency water storage in each unit is provided by GI cans and in addition, electricity and water are provided by the base utilities.

During peacetime the hospital is kept in a permanent state of readiness to handle emergencies and is occasionally used as an overflow ward to prevent overcrowding in the main hospital.

In the event of a hurricane the beds in two of the units can be removed to other hurricane structures and be replaced with chairs for women and children. These two units then become shelters that can accommodate a maximum of 400 people.

In case of the destruction of the main hospital and medical storerooms, enough supplies are stored in these units to make them self-supporting for an indefinite period.



TRANSPORTING personnel of Composite Squadron 25 for instruction with FAWTU, the escort carrier USS *Bairoko* (CVE 115) arrives at Pearl Harbor.



SMILING Fermin Himrod, SDC, is at 46 one of the youngest men to retire from the Navy after 30 years service. J. Loeser, AOC, is interviewing him.

Rockets from a Ship

USS *Norton Sound* (AV 11) was steaming 700 miles off the west coast of South America with a strange-looking structure on her after deck. As the first ship ever to be specifically equipped to fire large rockets she fired missiles from her decks for the greatest distance — more than 65 miles above the ocean — of any ship in history.

The missiles fired — the liquid-fueled Navy Aerobee — were equipped wih 150 pounds of scientific equipment for recording data on the upper atmosphere. The Navy scientists were particularly interested in obtaining information on cosmic rays, the extremely high frequency rays that continually bombard the earth's upper atmosphere and are caused, it is believed, by the transmutation (changing from one form to another) to atoms.

When the Aerobee rocket from *Norton Sound* hurtled through upper space telemetering apparatus in its nose transmitted information on cosmic rays it contacted to receivers on board USS *Anderson* (DD 411) and USS *Agerholm* (DD 826), which accompanied *Norton Sound.* Later this recorded information was studied by scientists who, for the first time, were able to measure the impact of cosmic rays on the earth in the region of the equator.

After a preliminary study of this information, Navy scientists announced that previous scientific calculations on the ray intensity of cosmic rays were very much inaccurate; that cosmic ray intensity above the atmosphere at the geomagnetic equator is twice as great as had been estimated.

Cosmic rays are so powerful they make the man-made atomic bomb look puny. The energy produced by these rays from outer space is millions of times greater than that produced by the explosion of an atomic bomb. Happily, the earth's atmosphere filters out the damaging intensity of the rays before they reach the surface of the earth.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral Harry W. Hill, USN, Commandant, National War College, Washington, D. C., ordered as Chairman of General Board, Washington, D. C.

Vice Admiral Russell S. Berkey, USN, Commander, Naval Forces Far East, ordered as Commander, Seventh Task Fleet.

Rear Admiral Charles A. Pownall, USN, Commander, Marianas, ordered to Naval Operations for duty.

Rear Admiral Morton L. Deyo, USN, Commandant, First Naval District, Boston, retired 1 August.

Rear Admiral Ralph W. Christie, USN, General Inspector, Commander Western Sea Frontier, retired 1 August.

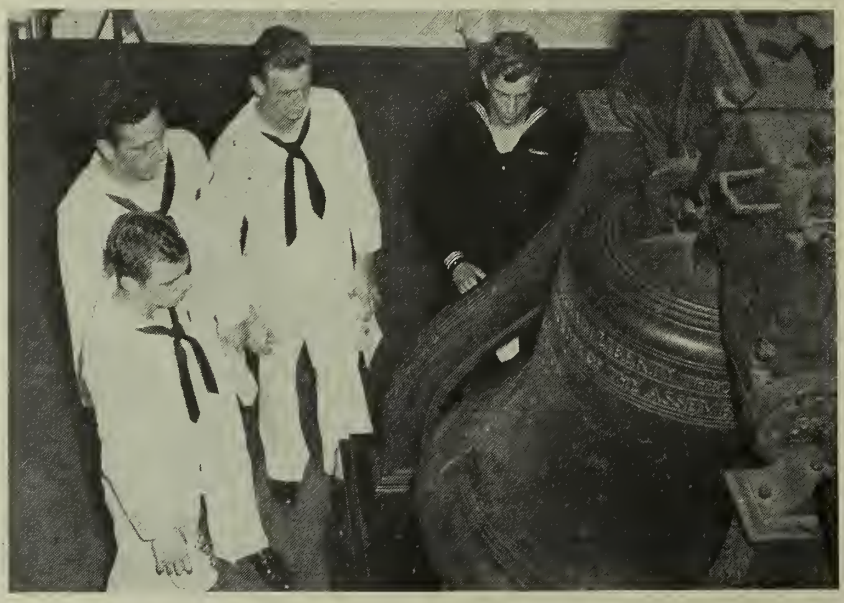
Rear Admiral Charles T. Joy, USN, Commander, Naval Proving Ground, Dahlgren, Va., ordered as Commander, Naval Forces, Far East.

Rear Admiral Paul Hendren, USN, Commander, Naval Base, Los Angeles, Calif., retired 1 August.

Rear Admiral William M. Callaghan, USN, Commander, Training Command, Atlantic Fleet, ordered to Naval Operations for duty.

Rear Admiral Fred D. Kirtland, USN, Commander, Amphibious Training, Atlantic Fleet, ordered as Commander, Training Command, Atlantic Fleet.

Rear Admiral Walter F. Boone, USN, ACNO (Strategic Plans), Naval Operations, ordered as Deputy Com-



FAMED Liberty Bell is visited by Naval Reservists off the carrier USS *Kearsarge* (CV 33) during a training cruise to the city of Philadelphia.

mander, Operational Development Force, Atlantic Fleet.

Rear Admiral Edward C. Ewen, USN, Commander Fleet Air Guam, ordered as Commander, Marianas.

Read Admiral John E. Whelchel, USN, Commander, Amphibious Group Four, retired 1 August.

Rear Admiral Robert E. Blick, Jr., USN, General Board, Washington, D. C., ordered as Commander, Carrier Division 14.

Navy Mines Its Own Business

One of the biggest American minelaying and minesweeping training operations since World War II took place in the waters near New London, Conn., this summer.

Three mine fields were laid. The first field, laid by the submarine USS *Spikefish* (SS 404) served to show how a foreign submarine might sneak into our territorial waters and lay mines. These mines might be equipped with arming delays that would not permit them to "ripen" for perhaps six months or any other predetermined period. The mines laid by Spikefish were of the magnetic type. That is, the magnetic field of a ship passing over the mine will cause it to explode.

A second field was laid across Napeague Bay, a portion of Block Island Sound. This was an air-laid field. P2V *Neptunes* from Patrol Squadrons 7 and 8 at Quonset Point, R. I., dropped enough mines during one day to block completely the entrance to the bay. These mines were also of the magnetic type and were equipped with parachutes to ease the impact of hitting the water when the mines were dropped from high altitudes.

The third field was sewed with moored mines by USS *Waxsaw* (AN 91). The mines were of the contact type. That is, the hull of a ship must touch the mine casing before the mine will explode. This field was laid across the center of Block Island Sound.

A large group of minesweepers gathered in the sound to take care of the clean-up operations. The high-speed destroyer-minesweepers USS *Ellyson* (DMS 19) and USS *Gherardi* (DMS 30) were assigned the task of clearing the surface-laid moored type field. When they had cleared the field, these ships provided antisubmarine protection for the rest of the force.

The fleet mineseepers USS *Tanager* (AM 385), USS *Tumult* (AM 127), USS *Tercel* (AM 386) and USS *Wheatear* (AM 390) cleared the submarine-laid mine field and assisted the DMSs in clearing the moored field. As the AMs and DMSs cut the mooring cables of the mines, the mine cases popped to the surface and were destroyed by gunfire.

The biggest job in the operations was assigned to the smallest ships — the auxiliary minesweepers USS *Ostrich* (AMS 29), USS *Goldfinch* (AMS 12), USS *Grackle* (AMS 13), USS *Grosbeak* (AMS 14), USS *Grouse* (AMS 15) and USS *Hawk* (AMS 17). These comprised the task unit whose job it was to clear out the highly sensitive magnetic air-laid field. The AMS, a wooden hull ship, is the best vessel in the Navy today for sweeping these super-sensitive mines.

A realistic drill mechanism had been installed in each of the magnetic mines. When the magnetic sweep passed over each mine a rocket fired and a green smoke pot came to the surface, indicating that the mine had exploded. Rigid rules were esablished that would have declared a ship out of action if any part of its magnetic field other than the field generated by the sweep gear set off the mine. Skillful sweeping prevented any ship from being declared out of action.

Other ships taking part in the exercises were the ocean-going fleet tug USS *Mosopelea* (ATF 158) which assisted in recovering the mines, and the underwater locator vessel USS AMCU 11.

Upon completion of the exercises, the task force spent four days in New York City. After that it returned to the home of the mine forces at Charleston, S. C.

The only unfortunate happening of the exercises occurred when the ships ran into a storm enroute home. For two days the task group battled the weather. On the third day, when the skies cleared and a muster was taken, *Hawk* found one member of the crew missing. It was Terry, the ship's mascot, a black and white spotted dog which apparently had been washed overboard during the storm.

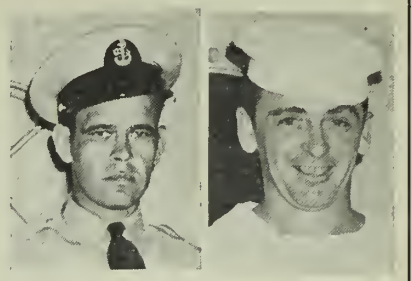
Meritorious Mast Honors Jacksons' Actions

They held meritorious mast aboard the communication ship USS *Mt. Olympus* (AGC 8) one day this summer — a double feature meritorious mast. Both of the recipients of commendations had the same last name, too — Jackson. Here are the details:

One of the two Jacksons was Chief Boatswain's Mate L. C. Jackson. He was commended for conducting rescue operations when a civilian plane got into trouble on North River, New York City. The official account of the rescue reads as follows: "The Piper Cub sea plane, which made a forced landing in the river during a severe wind storm, was blown on the rocky shore. By his alert action and superior seamanship, Jackson, L. C., quickly towed the plane off the rocks and moored it to a nearby buoy. This action saved the plane from probably total destruction and the resultant damage to the plane was negligible."

Chief Jackson was acting as boat officer of an LCVP at the time. An unofficial account of the incident credits him with saving the pilot's life.

The other Jackson was Charles E. Jackson, BM3. His action also concerned life-saving under dramatic and perilous circumstances. Here, too, the official account is tersely gripping: "When a young visitor (an eight-year-old girl) was stepping into a ship's boat she lost her footing, fell into the water and was swept under the accommodation ladder by the river current. Without any thought of personal danger to himself, Jackson, C. E., BM3, USN, jumped into the water, located the submerged child and brought her to safety. His action, beyond a doubt, resulted in the saving of the child's life."



L. C. Jackson, BMC C. E. Jackson, BM3

After being taken to the ship's sick bay, the girl was given first aid. Twenty minutes later, she was none the worse for the experience.

Boatswain's Mate, Third Class, Jackson is himself the father of four children who, with Mrs. Jackson, live in Washington, D. C.

Flexible Navy Needed to Carry Out Mission Now and in Future

Indoctrination of naval personnel in the principles of "right thinking" is a primary task for Navy leadership today, Vice Admiral Robert B. Carney, USN, Deputy CNO for Logistics, said in a well-received speech at the Naval Ordnance Laboratory.

"In these times of rapid and radical change, it is vital that we understand the meaning of the past but not confuse it with the trends toward the future," he said.

While the principles of sea power in the best traditions of Mahan remain the same today, its tools are changing, the admiral pointed out.

"We may never see another World War II fleet. Its spirit will march on, but geography, technology and the potential of future enemies may require different measures for the achievement of victory," he said.

Traditions, the admiral stated, are a powerful source of inspiration, but although John Paul Jones and Farragut and Dewey furnish good criteria of the fighting man's character, the lessons derived from their deeds should not be carried so far as to let contracts for more of the antiquated ships in which they gained their successes.

"Blind adherence to the past is a waste of precious time and energy," Vice Admiral Carney said. "Our brain power and effort must be directed toward continually remodeling a flexible Navy carefully tailored to carry out the modern and future versions of our classic mission: To gain and maintain control of the sea and to deny its use to our enemies."

While this is the foundation of the Navy's "basic philosophy," he stated, the meaning is often lost through lack of plain talk.

In the most forthright of terms, the admiral pointed to the following principles to be kept in mind by all Navy personnel:

- The Navy's only reason for existence is the furtherance of the national welfare and security.
- The Navy needs the tools to defeat any obstacle to our control of the sea, whatever these tools may be. As experts in sea power we are convinced that this is so and will unswervingly adhere to our convictions.
- Do not bemoan the passing of the past: Devote yourselves to finding economical and efficient solutions to the myriad problems of the present and the future.
- Work to perpetuate the Navy's rightful pride in its thoroughness, integrity, loyalty-up and loyalty-down.
- Learn all you can about the Army and the Air Force. Unification is a fact of life, and there are countless new an inevitable tangencies with the other services and with the coordinating staff of the Secretary of Defense.
- Subordinate your corps or specialty to the general welfare of the Navy. To exercise sea power we need many and variegated elements in the naval service, but every component must bow to the need for coordinated effort under over-all Navy command.
- Subordinate your Navy partisanship to the laws, rules and regulations of unification in furtherance of the goal of an American military team. Competition is healthy and esprit de corps is vital to any fighting unit, but good judgment is needed to prevent esprit de corps from degenerating into unproductive isolation.
- "Do the best you can with what you have." If circumstances give the Navy less than you think is needed, find new ways of maintaining our high and uncompromising standards.
- Perfect yourselves in every job to which assigned: Knowledge is the foundation of strength and usefulness and leadership expected of you as you ascend the ladder of command.
- Learn the art of command by seeking opportunities to lead, and by sitting at the feet of command in the performance of staff functions.
- Be frank and fearless in your considered counsels. No valid exception can ever be taken to forthright and mature opinion, and yet there need be no inconsisteney between honest beliefs and loyal compliance with the dictates of superior authority.
- Strive constantly to find better ways of performing your part in the Navy's business of controlling the seas. If we all so strive, we will not only lick the problems of the future but we may well influence the very shape of the future.

"We should squarely face the fact that since V-J Day, segments of opinion have opposed some of the Navy's earnest beliefs," the admiral said.

"It would be odd indeed if we needed a Navy identical to the one that held the seas in September 1945. We need our surface fleet, our carrier aviation, our Marine Corps, our submarines, our antisubmarine forces, our Seabees and all the other ancillary components of sea power . . . but the details of naval requirements cannot and will not remain static."

The parallel of today's need for a strong Navy is found in the comparison with the invasion of Okinawa. Japan's fleet was impotent, the ad-



THE WATER'S FINE!—USS *Catamount* makes a unique swimming hole for NROTC midshipmen being trained in techniques of amphibious warfare.

WHAT'S IN A NAME



The Fore Royal

The names applied to coffee run the gamut from the familiar java, jamoke and joe to the many perhaps more descriptive, though less flattering appellations (see ALL HANDS, August 1949, p. 2).

One term less well known is the one formerly used to designate the early morning mug of coffee on shipboard: the fore royal.

Just why the eye-opener should be named for the topmost sail on the foremast is not known. But like many nautical terms, fore royal is apt—a fitting name for such a spirit-rousing drink. The fore royal was consumed early in the morning and undoubtedly it, like the coffee royal of today, often had a bit of rum in it to ward off the early morning chill.

miral pointed out, but a great naval effort was needed to protect the Army's air flank and to support the Army's operations.

"Today we need a Navy to police the peace, and a ready Navy capable of promptly suppressing – on D-Day – any threat to our worldwide commerce or to our sea-borne and sea-dependent operations in event of emergency," he stated.

Award for Squadron Design

To strive and win is the natural instinct of a healthy man, and for the most satisfying results there must be keen competition. Knowing this, the CO of VC-3, a fleet all-weather training squadron based on the west coast, set out to secure the best possible design for a squadron insignia.

Best approach to the problem, he decided, would be through a contest. A successful contest must end with a desirable prize, so he made the prize in this case one which anyone would work for – an expense-paid "48" in Hollywood.

A total of 29 entries came in before the deadline—most of which were carefully and artistically prepared. A committee of 12 men, chosen from a cross-section of the squadron's ratings, picked four finalists from the 29. Then the squadron's entire complement voted on the finalists.

The winning insigne design shows a bulldog mounted on a lightning bolt which is emerging from a cloud and descending upon an unsuspecting foe. It was chosen as being the most interesting, imaginative, and typical of the duties of the all-weather flight training group. If the design is officially approved by the Bureau of Aeronautics it will be applied to the forward section of each of the unit's planes. Until it is officially approved, it is only a suggestion.

The winner, William Carter, AN, USN, spent a highly enjoyable 48 in Hollywood, with a visit to a busy movie set and night spots as highlights.

New Speed Record

A new international speed record for straight-line flight model airplanes has been established at Naval Air Station, Alameda, Calif.

A local Alameda youth, Eugene Stiles, sent the monoplane model, "Sodbuster," zooming over the 100 meter course twice and broke a world's record that has been held by Russia since 1940.

The course was laid out by naval personnel of the station who also acted as ground crew and supervised the technical details required for proper timing of an international speed record attempt.

The "Sodbuster," built by Henry Struck of Brooklyn, N. Y., was timed at 68.597 miles per hour in the first run and 94.577 miles per hour on the second run for an average of 81.587 miles per hour.

This new record exceeds by more than 15 miles per hour the old mark of 66.536 miles per hour set by Russia in 1940.

Weighing two pounds three-and-one-quarter ounces, the record-smashing model has a wingspan of 39 inches and is powered by a .51 inch Atwood Triumph gas engine.

With the full cooperation of the Navy, representatives of the Academy of Model Aeronautics were present to insure that all requirements for a record attempt were observed. The officials also represented the Federale Aeronautique Internationale at Paris, France, the final judge of all model speed records.

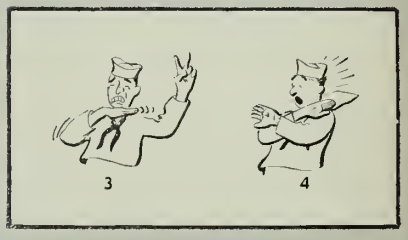
QUIZ AWEIGH

We offer no prizes. You'll have to win the admiral's barge answering someone else's questions. What we can do is help you find out how much you know about the Navy. Let's go.



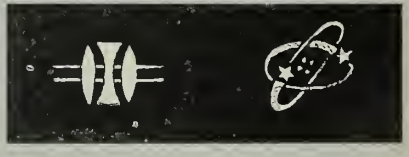
1. This chorming young miss is obviously aboard (a) destroyer (b) submorine (c) Navy's giant *Constitution*.

2. The hondles she holds controls (a) torpedo tubes (b) main vents (c) carga hoists.



3. All zaomies and air and ground crewmen should know these hand signals cold. The one on the left means (a) cut No. 2 engine (b) prepare for catopult shot (c) start both engines.

4. The one on the right signifies (a) spread wings (b) cut all switches (c) lower your landing gear.



5. Sailors entitled to wear the specialty bodge on the left are (a) rongefinders (b) telemen (c) opticolmen.

6. Men wearing this new device on their roting badges are (a) electrician's mates (b) electronics technicians (c) I. C. electricions.

ANSWERS TO QUIZ ON PAGE 53

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

A MACHINE which automatically notes down the time that each message has been sent out and by whom the message was sent has been invented by the Army Signal Corps.

A complex device that will relieve teletypewriter operators of the job of keeping a running account of their messages as they peck them out, the new "message timer," as it is called, is now monitoring 100 circuits of the Signal Corps' global communications system at the Army Communication Center, Pentagon Building, Washington.

The first model of the new timer was built in a month by a former Army Chief Warrant Officer with the help of five assistants. By the addition of more circuits, the message timer can be enlarged to serve more machines than its present capacity of 100.

★ ★ ★

A SINGLE-MOLD fiberglass helicopter blade has been developed by the Cornell Aeronautical Laboratory for the U. S. Air Force.

The 22-foot blades are about 20 inches in width and are molded in a single operation.

Indications are the new blade will be more efficient due to its extremely smooth surface and rigidity, and will give the helicopter increased lift. The rigidity of the blade prevents it from being deformed by structural stresses applied in flight.

★ ★ ★

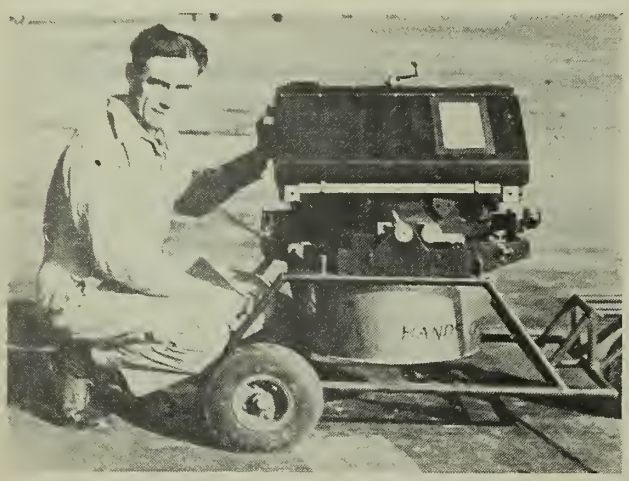
THE AIR FORCE has on order a new jet fighter which will be able to operate in most kinds of bad weather and at night – by radar.

The new jet fighter (as yet unnamed) carries the designation XF-94. It will closely resemble the TF-80 *Shooting Star*. The biggest difference will be an extended nose on the XF-94 which will house its radar gear.

Air Force jet night fighters will operate on the same tactical principle as Navy night fighters. A radar ground control unit (instead of a CIC aboard ship) will pick up enemy planes, then direct the fighters to the vicinity where the plane's radar will take over and track the bogey down.

In addition to its standard jet engine, the XF-94 will have an auxiliary source of power known as "afterburning." Comparatively simple in design and in operation, afterburning is simply a process of introducing fuel into the exhaust pipe where it is ignited by spark plugs.

The gas shooting out of the plane's exhaust pipe is increased in mass and velocity thereby giving the plane an added push. Although fuel consumption jumps when afterburning is used, the rate of climb is increased with no increase in the speed or temperature of the jet engine.



ONE AND ONLY camera of its kind in world, 9-lens wonder of Coast and Geodetic Survey is valued at $100,000.

★ ★ ★

AN AIRCRAFT DETECTION exercise involving thousands of American citizens will take place in September 1949.

Manning 1,300 ground observation posts strategically located throughout 10 states, these volunteer observers will assist in a six-day exercise to measure the efficiency of a combination of ground observers and radar stations in operating an aircraft detection and warning system. Duty periods at each post will be divided among approximately 20 people.

Aircraft simulating enemy attackers will be tracked and information provided for issuing warnings to the civilian populations and for Air Force interception purposes. No public alarms or warnings will actually be issued.

Termed, "Operation Lookout," the regions covered will comprise northern Delaware, eastern Pennsylvania, New Jersey, southeastern New York, Connecticut, Rhode Island, Massachusetts, eastern Vermont, southern New Hampshire and southern Maine.

★ ★ ★

OVER THE SUMMER months, a team composed of U. S. Coast Guard and U. S. Coast and Geodetic Survey personel ran another in a continuing series of aerial map-making flights over Alaska. Since photos of snow-covered terrain are of no value in making maps, photographing of the Alaskan wilds must be confined to summer months.

The work of the Coast Guard and Coast and Geodetic Survey crew goes on for eight or 10 months out of the year, however. When not taking map-making pictures over the unphotographed areas of Alaska, it is usually occupied elsewhere.

The heart of the aerial mapping team's equipment is a marvelous nine-lens camera. This camera is the only one of its kind in the world, and $100,000 would be required to replace it. From the pictures the camera takes, the Coast and Geodetic Survey organization makes precise maps and charts for use in navigation and for national defense.

High-level transportation for the camera and operating personnel is provided by the Coast Guard. The aircraft used is a Coast Guard PBI-G especially modified for its job. The Coast Guard PBI-G is the plane more widely known as the B-17 Flying Fortress.

Because characteristics of terrain constantly change, aerial mapping is expected to go on indefinitely. Espe-

cially variable are areas including rivers and coast lines. While a map of a "quiet" area may be accurate for 10 years or more, a map of an "active" area may no longer show current conditions after six months have elapsed.

While pictures are being taken, the Coast Guard plane flies at a constant high altitude – usually 13,750 feet.

★ ★ ★

THE U.S. AIR FORCE has accepted the first of a new line of Flying Boxcars, formerly known as the C-82, Fairchild cargo plane.

The latest in the Flying Boxcar line is distinguished from its forerunners mainly by greatly increased power. The two engines produce 3,250 horsepower each at takeoff. They have a normal continuous rating of 2,650 horsepower up to 6,000 feet and 2,300 horsepower up to 18,000 feet. The C-82s were powered by engines with a rating of 2,100 horsepower for takeoff and low-altitude flying.

Units in the Continental Air Command are receiving the first of the planes, known as the C-119 *Packet*. One hundred thirty-six C-119s will be built for the Air Force under the present contract. The same craft is also used by the Navy, called the R4Q-1.

★ ★ ★

THE COAST GUARD has tested and demonstrated a new method for launching lifeboats from ships at sea. The innovation used—a "cradle crane"—cuts lifeboat launching time from up to two minutes to a total time of about five seconds.

The cradle crane's name describes its construction to some extent. The boat rests in a cradle which is supported by a twin-boomed crane. The crane lowers the boat rapidly to the water, keeping it in a level position all the way down. The boat is swung downward and forward in such a way that it is already traveling forward when it contacts the water. This momentum propels the boat clear of the cradle almost instantly.

Besides providing greater speed, the new launching method cuts down on necessary man-hours. Two men can put a boat into the water using a cradle crane, where it takes five with the conventional davit method.

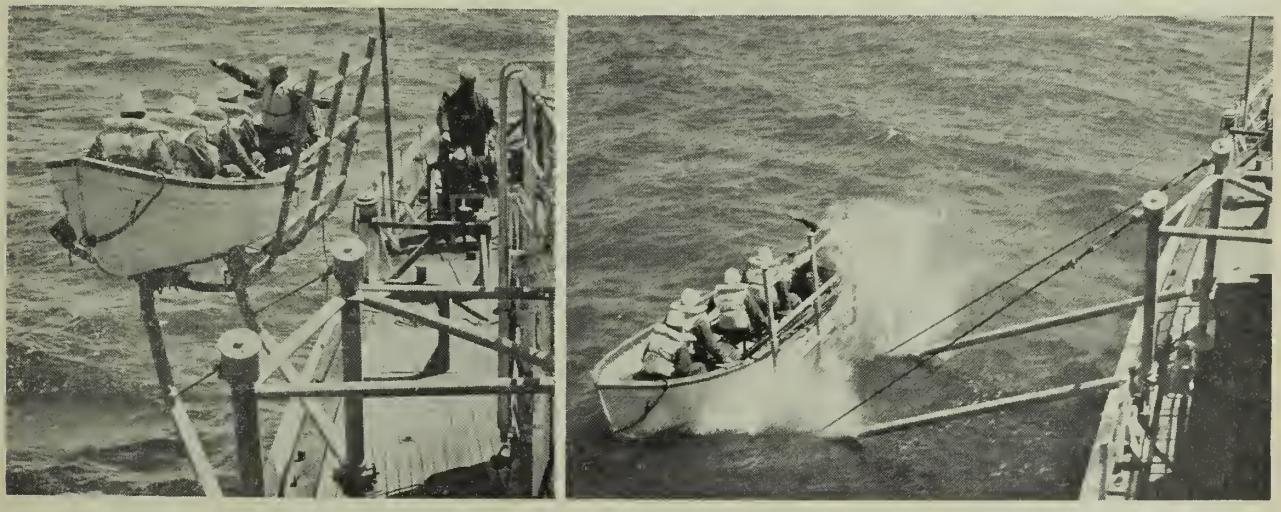


TROOPER inspects torpedo tube on submarine USS *Drum* during visit of 82nd Airborne to Washington, D. C.

As in other procedures for launching lifeboats, the new method lowers the boat already manned. Because of the speed of lowering, only seasoned boatmen were employed in the Coast Guard tests. As boat crews become accustomed to being dropped into the sea, along with their boats, at the new rapid rate, they will not be likely to experience any difficulty.

To hoist the boat, the cradle is lowered into the water, the boat is floated onto it, and the cradle with its lifeboat rises into the air. Because of the shape and motion of the cradle, sailors with a rural background are often reminded of a hay-stacker hoisting a quantity of alfalfa onto a hay stack.

The cradle crane has been tried in moderately heavy seas and found satisfactory. The Coast Guard Cutter USS *Cuyahoga* made dozens of launchings and boat retrievings with the cradle crane without mishap, although the Coast Guard points out the operation is still in an experimental stage.



NEW TECHNIQUE using cradle instead of davits enables Coast Guard to launch lifeboat in 5 seconds underway.

THE BULLETIN BOARD

Application Forms for NSLI Dividends Now Available; Checks Start Early in 1950

Application forms for the National Service Life Insurance special dividend are now available. Naval personnel may obtain the form from their benefits and insurance officer or from any post office, Veterans Administration office, or veterans service organization.

The applications are a three-fold card form with printed instructions on how to use it. No other writing or explaining is necessary other than that required on the form. If an applicant does not know his policy number it is not necessary to write the Bureau of Naval Personnel or VA. The applicant can be identified by service number, rank or rate, and the exact name used during service with the armed forces.

According to Carl R. Gray, Administrator of Veterans Affairs, 70 million of the forms have been printed and mailed to all parts of the country for distribution. They will go to some 16 million present and former policy holders who will collect over two billion dollars in special dividends that have been piling up since 1940. (See ALL HANDS, August 1949, p. 50.)

The checks should start to flow out in January 1950 and it is expected that the mailing will reach 200,000 daily.

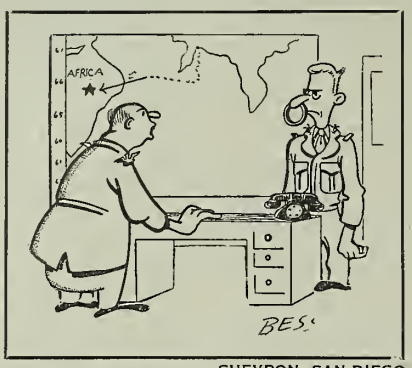
The first big step in preparing for the vast dividend operation was to use high-speed microfilming machines to photograph more than 22 million premium cards. This operation was completed late in July 1949 and was second only to the wartime V-Mail program in volume.

Now hundreds of employees in Washington, D. C., are busy producing and processing millions of punched cards which will later compute the amount of dividend to which each policy holder is entitled.

The entire operation is a mechanical one with more than three thousand intricate machines being used. This is the largest single concentration of such machines in the country.

The dividend operation is now in its second stage according to Administrator Gray — setting up master files and records so that applications may be handled promptly after they are received.

Personnel are warned not to use any form other than the one provided to file applications. The forms provided are of special size and stock to fit the machines and any others will be thrown out of the production line, causing a long delay in payment of the dividend to the policy holder.



CHEVRON, SAN DIEGO

"Tell me, lieutenant, did the natives seem to pick up any of our customs?"

Captain C. K. Fink Retires; Helped Build Naval Reserve

A key figure in building the postwar Naval Reserve into a force of more than a million men, Captain Carl K. Fink, USN, has retired after 31 years in the Navy.

Captain Fink was Assistant Chief of Naval Personnel for Naval Reserve from February 1947, to his retirement in June 1940, during which period much of the administrative foundation of the present Naval Reserve was laid.

In the three years since reactivation of the postwar Naval Reserve, its strength has grown to 1,030,000.

Captain Fink served overseas in both wars. As commanding officer of the heavy cruiser USS *Baltimore* (CA 68) in World War II, he was awarded a Legion of Merit and a gold star in lieu of a second. The cruiser participated in supporting operations in four Pacific invasions and in raids on eight Japanese-held bases.

Shore Billets Are Increased For Men in 'Crowded' Rates By Revision of Allowances

Revision of the allowances of many shore stations is resulting in a large increase in the shore billets available to personnel in the "crowded" ratings groups, such as boilerman and gunner's mate. These are "crowded" in the sense that there are many men on the shore duty eligibility list but only relatively few billets ashore.

Early this year BuPers requested shore commands to review their allowances and attempt to exchange certain billets requiring personnel of the "short" rating groups, such as yeoman, storekeeper, etc., with substitute billets calling for personnel of the "crowded" rating groups. This would accomplish two things: more personnel in the "short" ratings would be available for sea billets where they are badly needed, and a greater number of shore billets would be created for men holding such ratings as gunner's mate and boilerman.

All the recommended changes in allowance have now been received by BuPers, and changes in the allowances of certain shore stations have been authorized accordingly. The chart below shows how many extra billets have been authorized ashore for "crowded" ratings, and also the number of "short" rating billets eliminated. The ultimate result of these changes is that the sea-shore rotation of personnel of all ratings will be more nearly equalized.

• New Billets Established Ashore

Fleet Reserve Association Holds 22nd Convention

The Fleet Reserve Association, composed of temporary officers and enlisted men on active duty in the Navy as well as those who have served, will hold its twenty-second annual convention at Annapolis, Md. 3-6 Sept.

Commanding officers are encouraged to grant regularly authorized leave to temporary officers and enlisted personnel who are members of this organization (BuPers Circ. Ltr. 113-49).

For "Crowded" Ratings:

	Shore, Other Than Air	Air	Total
SO	3	0	3
QM	41	20	61
TM	7	8	15
GM	74	45	119
FC	7	2	9
OM	12	1	13
RM	17	25	42
MM	33	164	197
MR	13	29	42
BT	73	75	148
EM	37	31	68
IC	10	0	10
FP	19	26	45
ML	2	16	18
SV	5	0	5
CE	0	2	2
CD	12	19	31
ME	13	54	67
TOTALS	378	517	895

• "Short" Rating Billets Ashore Eliminated:

	Shore, Other Than Air	Air	Total
BM	300	262	562
ET	2	0	2
TE	20	25	45
SK	10	0	10
EN	12	8	20
DC	32	45	77
YN	4	0	4
AD	0	127	127
AT	0	2	2
AB	0	19	19
AE	0	27	27
TOTALS	380	515	895

The effect of these changes in allowance has already been felt all over the Navy. During the first 30-day period following establishment of the new billets and elimination of the others, 210 per cent more machinist's mates and 306 per cent more boilermen were ordered ashore than during the previous month.

A new survey of sea and shore billets is scheduled to begin soon in order to analyze changes which have occurred.



THEO H. TENNANT, YN1

"I got a nephew in the Navy. Tall, curly-headed kid, seaman by the name of Jones. Do you know him?"

Navy Booster, 11, Gets Real Navy Service

Like John Paul Jones, who knew at age 12 he wanted to go to sea, little Gary Cullen has his heart set on the same goal.

If eagerness is what it takes, Gary is a lead-pipe cinch to make it too.

Gary is 11 years old, but his youth doesn't diminish one bit his desire to get into this man's Navy.

As they opened the mail bag one morning at Naval Base, Seattle, Wash., this letter fell out. It was from Gary. It read:

Gentlemen,

I would like some information concerning the navy. And some pictures on navy aircraft. And I expect an immediate answer.

Your friend,
Gary Cullen

P.S. I am eleven years old and wish to join the navy when I am old enough – GC.

The letter was referred to Rear Admiral Howard H. Good, Commandant, 13th Naval District, who took the time to sit down and write out a personal reply to the anxious youngster.

"Dear Gary," he wrote in part, "I am certainly glad you plan to join the Navy when you are old enough. The Navy is a grand team, and it always has a place for young fellows who are in a hurry to get ahead. But remember this: the Navy takes only the best young men – those in top physical condition, those who have studied hard and can make a real contribution to our national security. So if you want to serve in the air over the sea, on the sea or under the sea with the Navy, you'd better get in and dig.

"Let's hope we serve together in the Navy someday," the admiral concluded, "I'll certainly enjoy meeting you."

To be sure Gary was occupied in the meantime, the Navy forwarded post haste (1) a set of aircraft recognition cards (2) a set of signal cards (3) a Morse Code device (4) the brochure U. S. Navy War Photographs, and (5) a reproduction of Arthur Beaumont's famous painting Our Fighting Navy—swell for any little boy's den.

New Procedure Is Listed For Transfer of USNEVs

USNEVs – 18-year-old one-year enlistees – can now be transferred to the Naval Reserve upon discharge from enlistment in the Regular Navy without the execution of new Shipping Articles. Previously, USNEVs were required to execute Shipping Articles immediately before discharge.

The new procedure is authorized by BuPers Circ. Ltr. 111-49 (NDB, 15 July 1949), which cancels a portion of BuPers Circ. Ltr. 6-49 (NDB, 15 Jan 1949). The letter gives detailed instructions for discharge and transfer to the U. S. Naval Reserve of USNEVs who are eligible for honorable discharge or discharge under honorable conditions. It also gives instructions for discharge of USNEVs without transfer to the Naval Reserve, and for immediate reenlistment in the Regular Navy.

The term "USNEV" stands for "U. S. Navy Enlisted Volunteer." If eligible for an honorable discharge or a discharge under honorable conditions upon completion of their one-year enlistment, and if not desiring to reenlist in the Regular Navy, USNEV personnel are transferred to the U. S. Naval Reserve for a period of six years or until sooner discharged by competent authority. This obligation may be fulfilled by serving four years in a unit of the Organized Naval Reserve or in the Naval Reserve Officers Training Corps.

On SDEL? Then Let BuPers Know Your Present Address

Are you on the shore duty eligibility list? Then keep the Chief of Naval Personnel (Attn: Pers-6305) informed of your current address and present rating. A penny postcard will do – be sure to give full name, rate and service number. This is the *surest* way to get a fast set of orders to a normal tour of shore duty when your name reaches the top of BuPers' shore duty eligibility list.

Address your card to: The Chief of Naval Personnel, Attn: Pers-6305, Navy Department, Washington 25, D. C.

Here's a Roundup of Legislation Affecting Naval Personnel

With the end of a long session in sight, Congress moved at increasing tempo to clear important legislation for the President.

Following is a list of bills of interest to the naval establishment:

Retirement Approval – S. 1639: Approved as Public Law 184; provides that the Secretary of the Navy, instead of the President, be authorized to approve or disapprove decisions of Navy retiring boards.

Construction Aid–S. 1184: Passed by House and Senate; to encourage construction of rental housing on or in areas adjacent to Army, Navy, Marine Corps and Air Force installations. (Purpose of the bill is to encourage private enterprise to construct rental housing to serve the needs of personnel, primarily through providing a special form of mortgage insurance, leasing of sites by the Military Establishment free from the right of revocation, and by providing utility services from the Military Establishment on a long-term basis.)

Reserve Retirement – H.R. 5508: Passed by House with amendment, passed by Senate, but vetoed by the President; to amend Public Law 810 so that each year of service as a member of a Reserve component prior to 1 July 1949 shall be deemed to be a year of satisfactory service for retirement pay purposes. (The amendments are designed to provide relief for Reserve personnel who may have suffered because of their own failure, through no fault of their own, to receive timely notice of the obligations imposed on them by the law with respect to the number of credits which must be earned annually through performance of Reserve duties. Following the bill's veto by the President, the House Armed Services Committee was considering re-introduction of the bill after removing some controversial features.)

Pay Advances – S. 1536 and H.R. 4050: Passed House with amendments, reported favorably by Senate as committee; to authorize advances of pay to personnel of the armed services upon permanent change of station. (This bill extends to officer and enlisted personnel of all the armed services the privilege previously limited to Navy and Marine Corps officers of drawing up to three months' advance pay on being ordered to and from sea duty, and to and from shore duty outside the continental limits of the U. S.)

Terminal Leave Pay – H.R. 540: Passed House with committee amendment; to provide terminal leave pay for certain officers of the Navy and Marine Corps. (Purpose of this proposed legislation is to restore to former Reserve officers of the Navy and Marine Corps who were given Regular commissions in the Navy or Marine Corps leave or compensation to which they would have been entitled had all of their active duty after 8 Sept 1939 been performed as Regular officers. Many of these officers had accrued leave which could not be carried over after accepting their Regular commissions.)

Justice System – S. 857 and H.R. 4080: Passed House with amendments, favorably reported to Senate; to establish a Uniform Code of Military Justice. (Purpose is to provide a justice system uniformly applicable to the Army, Navy, Air Force and Coast Guard in time of peace and war. Among its provisions are such items as enlisted personnel serving as members trying courts martial cases and participation of trained lawyers in the defense.)

Marine Secretary – H.R. 5407: Introduced; to create the office of Assistant Secretary of the Navy for the Marine Corps, and to fix the personnel strength of the U. S. Marine Corps in relation to that of the other armed forces. (Under this proposed bill, personnel strength of the Regular Marine Corps will be not less than six per cent of the combined personnel strengths of the Regular Army, Regular Navy and Regular Air Force.

Officer Adjustments – H.R. 5238: passed and approved as public law; to authorize the adjustment of lineal position of certain officers of the Regular Navy and of the Naval Reserve in order to bring about uniform, equitable and fair treatment with regard to promotion of such officers on active duty, and to extend the period during which limited duty officers may originally be appointed in grades not above that of commander. (Under present provisions, officers of the Naval Reserve when assigned to active duty are given precedence with Regular officers in accordance with the length of active duty in the grade which they hold at the time of assignment to active duty. Effect of this procedure is that a Reserve officer, when recalled to active duty and placed on the lineal list, takes precedence with Regular officers having the same amount of active duty in the same grade. Thus the Reserve officer loses precedence relative to Regular officers during the time he is on in-

WAY BACK WHEN

Ram

Few naval weapons probably have had the ups and downs of the ram which at various points in history has been in positions of prominence only to give way to newer developments.

The ram had its origin in antiquity when the man-powered galleys of the Mediterranean were fitted with beaks capable of successfully ramming enemy vessels. Thus it was an important part of the naval armament for several centuries.

With the coming of sailing vessels, however, the ram was shelved, since the wind-powered ships did not lend themselves to such attachments. Then came steam power and this gave the ram a big lift in effectiveness. The Confederate's *Merrimac*, for example, was fitted with an enormous cast-iron ram and it was with this that it did its greatest damage.



Up to the time of the Spanish-American war, the ram ship was still listed on the Navy's active list. But the advanced use of the torpedo once again eliminated need for the ram.

active duty. This bill will give such Naval Reserve officers when assigned active duty precedence with Regular officers in accordance with their dates of rank as stated in their commissions, thereby equalizing their opportunities of promotion with the Regular officers with whom they are serving. Reserve officers assigned to active duty and placed on the lineal list will have their precedence adjusted, and if adjustent entitles them to promotion they will be promoted.)

Record Survey — S. 780: Introduced; to authorize the Secretary of the Navy to review the records of commissioned naval officers who failed of advancement during the war. (This proposed legislation provides that the Secretary of the Navy is directed to appoint a board for review of records of commissioned Navy and Marine Corps officers, active or retired, who failed of advancement at any time between 30 June 1942 and 7 Aug 1947 to determine if there was any error, administrative delay, oversight or injustice that caused the officer concerned to fail of advancement in grade or rank which would otherwise have been made.)

Midshipman Increase — S. 2209: Introduced; to increase the number of midshipmen allowed at the United States Naval Academy from the District of Columbia. (This proposes an amendment to existing law, increasing the number of midshipmen from the District of Columbia from five to 15.)

Enlistment Benefits — S. 672: Reported; providing educational benefits to veterans who enlisted before 6 Oct 1945 on the same basis as those who enlisted within one year after 6 Oct 1945.

Gift Importations — H.J. Res. 242: Reported; to extend for two years the existing privileges of free importation of gifts from members of the armed forces on duty abroad.

New Medal — H.R. 2737: Approved as Public Law 178; establishes the Medal for Humane Action for award to persons serving with the U. S. armed forces participating in the Berlin air lift.

Marines' Day — S.J. Res. 115: Introduced; requesting the President to declare 10 Nov 1949 a day for he observance of the creation of the U. S. Marine Corps.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for comp'ete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters aply to all ships and stations.

Alnavs

No. 70 — Concerns temporary appropriations for fiscal 1950.

No. 71 — Additional information concerning clothing allowance of enlisted men.

No. 72 — Announces change to SecNav Ltr. 48-73 concerning foreign claims.

No. 73 — Advises discontinuance of all stock of Hoffman-Laroche Presidon tablets and powder.

BuPers Circular Letters

No. 108 — Announces change in officer designator numbers.

No. 109 — Officers of Navy and Naval Reserve appointed to grades indicated therein.

No. 110 — Cancels Circ. Ltr. 90-48 which requested applications from Reserve officers on active duty for assignment to flight training.

No. 111 — Procedure for discharge of USNEV personnel.

No. 112 — Announces presidential approval of officers recommended for promotion to grades contained therein.

No. 113 — Concerns leave to attend twenty-second national convention of the Fleet Reserve Association.

No. 114 — Announces policy of American Red Cross for providing a separate fund raising campaign.

No. 115 — Announces new status of chief stewards who will hereafter be accorded prerogatives of chief petty officers.

No. 116 — Concerns distribution and use of Marks Card (NavPers 618, Rev. 6-49).

No. 117 — Announces presidential approval of officers recommended for promotion to grades contained therein.

No. 118 — Lists officers whose designator has been changed from 1350 to 1100.

No. 119 — Gives information concerning the code for the classification of naval officers qualifications.

No. 120 — Contains revised regulations and information concerning Armed Forces Information School, Carlisle Barracks, Carlisle, Pa.

No. 121 — Lists officers authorized to compete for 1949 Rhodes Scholarship Competition.

Four Annapolis Graduates Seek Rhodes Scholarships

Four ensigns — all recent graduates of the Naval Academy — have been selected to compete as naval officers on active duty in the 1949 Rhodes Scholarship competition.

In the next step of competition these officers will appear before their home state's Rhodes Scholarship committee. If selected by a state committee they will then be examined by one of the eight district committees that select the 32 U. S. citizens that will attend Oxford University.

The four officers selected are: Ensign William L. Bryan, USN; Ensign John F. Leyerle, USN; Ensign Dennis C. Stanfill, USN and Ensign Charles G. Strahley, USN.

Last year over 60 young officers were selected by the Navy to compete for the coveted scholarships. Only one of these finally received a scholarship. Reason for the small number selected to compete this year is a new requirement that all applicants must be between 19 and 25 years old and unmarried.

NCO of Iwo Jima Battle Seeks Reserve Commission

The only non-commissioned officer in his company to survive the battle for Mount Suribachi on Iwo Jima in 1945, Roy Larsen is now working toward a Reserve commission as second lieutenant in the Marines.

Larsen was a squad leader of a machine gun section of Company E, Fifth Marines, which was at the vortex of the white-hot battle for the summit. It was Larsen's section that "covered" the Marine and Navy men who planted the flag on the crest of Suribachi.

Now studying mining engineering at the University of Nevada, the ex-Marine gunner attended ROTC summer camp this year at Fort Lewis, Wash.

Many Unclaimed Bank Accounts Found

Although only four naval district commandants have notified BuPers thus far of the unclaimed bank accounts of naval personnel being held in banks within their districts, $5,873.73 has been restored to naval personnel or their dependents.

Because many naval personnel forget about accounts deposited in local banks after being transferred elsewhere, or in other cases lost their lives during World War II, BuPers has undertaken the job of screening the unclaimed accounts of banks all over the nation for those belonging to Navy men. Thus far 872 unclaimed accounts of officers and enlisted men have been discovered, containing an average of $93.23 per account.

The idea for a nationwide screening of unclaimed bank accounts was originated by Rear Admiral Thomas R. Cooley, USN, who made the suggestion to Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel. The job of tracking down the personnel who had forgotten about their accounts was assigned to Wave Elizabeth Torok, YN1, USN, of BuPers' Dependent's Services Branch. Wave Torok is credited with accomplishing an outstanding job of locating accountholders scattered all over the world, and relating the good news about the forgotten money.

Several of the accounts discovered were turned over to needy dependents of deceased Navy personnel. One of these accounts contained over $2,000.

In view of the large amount of money involved, the Chief of Naval Personnel is anxious that the naval districts, river commands and fleet commands who have not obtained these lists of unclaimed accounts from banks within their areas to do so as soon as practicable, and forward this information to BuPers.

Naval personnel, or their heirs, who have reason to believe there may be such an account awaiting their claim may write to the Chief of Naval Personnel (Attn: Pers 534), Navy Department, Washington 25, D. C.

New Flight Course Opened For Navy's Jet Fliers

In the future, the men destined to fly the Navy's jet planes will undergo a special course of training before they report for duty with the fleet.

An advanced course in what jet fliers call the "hot ships" has been inaugurated at Pensacola under the Naval Air Training Command. Heretofore, pilots learned to fly the new jets only after being assigned to an operational squadron.

Under the new plan, a selected group of students who have completed the Navy's advanced training program at Corpus Christi, Tex., and have been awarded their Navy wings will be ordered to Pensacola for further training in jet aircraft before they report to their fleet squadrons.

Students will fly the TO-1, a training version of the F-80 *Shooting Star*. They will fly from North Whiting Field, an airstrip near Pensacola.

In another move to augment the training program at Pensacola, it was announced that the "Blue Angels," the Navy's crack flight exhibition team, would shift its headquarters from NAS, Corpus Christi to NAAS, Whiting Field.

The "Blue Angels" were organized in 1946. Its skilled fliers demonstrate precision flight patterns — usually performed only at high altitudes — close to the ground where they can be easily seen by students.

Fliers with the "Blue Angels" are all instructors in the training command.

200 Ground Officers Assigned General Line Duty

Approximately 200 aviation ground officers have been assigned to general line duty as a result of a reduction in aviation personnel.

The officers in this group have had their designators changed from 1350 (aviation ground officer) to 1100 (general line officer). All of them hold temporary commissions and permanent ratings as enlisted men or warrant officers.

The directive authorizing this change in designators is BuPers Circ. Ltr. 108-49 (NDB, 30 June 1949).

Eligibility Rules Changed For Clemency, Restoration To Duty of GCM Prisoners

Changes in clemency and restoration to duty eligibility for general court martial prisoners serving short sentences have been announced by a SecNav letter addressed to the Navy's continental shore establishments. These changes provide for a longer period of study before recommendations are made.

By allowing prisoners of sufficient promise to return to further useful naval service after serving all or a portion of their confinement, the Navy will enable them to earn the right to be discharged under honorable conditions.

The letter also points out the Navy Department policy that "those prisoners not suited for or not desiring retention in the naval service be accorded such clemency as may be in the best interests of the prisoner, the naval service, and of society."

In addition, the directive summarizes rules governing clemency or restoration to duty, or both, of all GCM prisoners.

Provisions by which GCM prisoners may request consideration for either or both clemency and restoration are:

- Prisoners sentenced to confinement for 12 months or less are eligible to request restoration to duty, in lieu of the discharge adjudged, upon completion of confinement.
- Twelve to 24 months — Initially eligible to request reduction in the adjudged period of confinement or restoration to duty, or both, after eight months of continuous confinement.
- Sentence of more than 24 months — Initially eligible to request reduction in the adjudged period of confinement or restoration to duty, or both, upon completion of one-third of the sentence or upon completion of one year in continuous confinement, whichever is shorter.
- Prisoners in naval custody are eligible to request consideration of their cases semi-annually after initial consideration during the current confinement.
- Probation violators are eligible to request clemency or restoration to duty, or both, after one year in continuous confinement or upon release date, whichever is sooner.

• In special cases, recommendations regarding clemency or restoration to duty, or both, may be forwarded to BuPers by the CO at any time, without regard to limitations. The merits of these cases must be fully explained.

Naval prisoners in the custody of the Department of Justice are eligible for initial clemency consideration after the same periods as prisoners in naval custody. Thereafter, they are eligible annually to request clemency.

Naval prisoners under parole supervision are eligible for clemency consideration after one year on parole. They are eligible annually after that, except when consideration for clemency would occur within three months of release from confinement or supervision.

The letter includes instructions for COs of disciplinary barracks and retraining commands, in preparing prisoners' cases to be submitted for initial clemency consideration.

Additional Benefits Provided To Members of the Reserve

Members of the Reserve Components of the armed services are now entitled to additional disability benefits while engaging in training duty or drill, according to a law recently signed by the President (Public Law 108, 81st Congress).

Previously only Reservists on extended active duty, more than 30 days) were eligible for benefits equal to those received by active duty personnel of the Regular forces of the armed services.

The new law provides that Reservists who suffer disability or death as a result of injuries while performing authorized drill or training duty or active duty for any period of time, are entitled to receive the same pensions, compensation, death gratuity, retirement pay, hospital benefits, and pay and allowances as are provided for personnel of the Regular services.

If disability or death is incurred as a result of disease, a Reservist has the same rights and benefits as Regular personnel providing he has been ordered to active duty for longer than 30 days. There are no changes in existing regulations covering disease incurred when on duty for shorter periods.

Here are the benefits not heretofore provided:

1. Pay and allowance during hospitalization.

2. If injury results in death, beneficiary is entitled to a death gratuity equal to six months' advance pay and allowances in the pay grade held by the Reservist at the time of death (minus certain benefits already received from other government agencies).

3. Retirement with pay under the same conditions as for corresponding grades in the regular armed services. (This is applicable under present law to officers only, retirement pay being based on duty rate of pay. Enlisted personnel who are discharged for medical reasons may apply to the Veteran's Administration for compensation.)

If a Reservist is entitled to the benefits of the new law and is also eligible for a pension from the Veterans Administration, compensation from the Bureau of Employes' Compensation of the Federal Security Agency, or retired pay for being on the Honorary Retired List, he must elect which benefit he will receive.

The law is retroactive to 14 Aug 1945.

Unsung Hero Honored — 93 Years Later

Everyone has heard the term "sailor on horseback," but few people have heard about the U. S. sailor who lost his life fighting early American redskins. He wasn't on horseback, though. He was on foot. Here is how it happened —

In June 1856, more than 1,000 Northern Indians came down from what is now Canada and attacked Seattle. Later that summer the steam frigate USS *Massachusetts* and another Navy ship went to Puget Sound to aid the settlers and the Army.

On 20 Nov 1856, *Massachusetts* sent a party ashore at Port Gamble Bay to parley with the Indians. The Navy's selling point was this offer: If the savages would bury the hatchet, the Navy would give them a free ride back up north. The Indians said no.

The following day *Massachusetts* again sent a delegation ashore. Among the others was a coxswain named Gustave Englebrecht who had joined the Navy just the year before. The cold war turned hot that day, and lead began to fly. Englebrecht felled one of the foe, then stood up to see what he had done. Thereupon, one of the foe felled him. The only other Navy casualty was a shipmate.

They buried Gustave Englebrecht, coxswain, USN, at Tekaleet Cemetery, Port Gamble, Washington Territory. This summer — almost 93 years later — a new headstone was erected at Englebrecht's grave. The ceremonies were sponsored by the Fleet Reserve Association and the Kitsap County Historical Association. Personnel of the U. S. Naval Base, Bremerton, and of the Naval Torpedo Station, Keyport, took part.

An eye-witness account of the rites provides the following tribute:

"The ceremony and exercises were dignified and impressive, as befitting a naval hero who lost his life in the service of his country and who . . . had received no recognition."

Armed Forces Chaplains Board Formed to Set New Policies

A new board known as the Armed Forces Chaplains Board has been established to coordinate policies and activities of the chaplains corps of the Army, Navy and Air Force.

The Chiefs of Chaplains of the Army, Navy and Air force, plus one additional member from each of the three services, will form the six-man board.

One of the duties of the new board will be to establish a policy for the exchange of the services of chaplains between the three services where bases and stations of the Army, Navy and Air Force are in close proximity. Supervision of standards, training and assignment of military chaplains and maintenance of relationships with civilian church organizations and the clergy also will be responsibilities of the board.

The chaplains corps of the three services have been working in close contact for some time on an unofficial basis and establishment of the new board was based on recommendations from the three services.

Aviation Cadet Program Accelerated; Requirements Liberal

The naval aviation cadet program is rolling along, with new, slightly liberalized qualification standards now in effect for enlisted men of the Navy, Naval Reserve, Marine Corps and Marine Corps Reserve who are now on active duty. It is planned that approximately 1,500 men will be given flight training under the program between 1 July 1949 and 30 June 1950.

New provisions for applying for NavCad training, pertaining to men in the categories above, are established by a joint BuPers-MarCorps letter of 18 July 1949 (NDB, 31 July 1949). In addition, the letter re-states all unchanged rules concerning applications for the training to be submitted by these men.

(Members of the Naval Reserve and Marine Corps Reserve on inactive duty are eligible on the same basis as civilian applicants and will be processed at offices of naval officer procurement in accordance with the instructions contained in procurement directive 3-48.)

Many requirements for applicants now on active duty remain the same as before, but because of the program's importance, all requirements and qualifications are listed here:

To be eligible, the applicant now on duty in the Navy or Marine Corps must –

- Be a natural born citizen of the U. S. or naturalized for a period of at least 10 years.
- Have completed education as follows: At least two full academic years – 60 semester hours or 90 quarter hours – of passing work at an accredited college or university, or have graduated from an accredited high school or secondary school and attained high standard classification test scores. For high school graduates without two years of college, minimum test scores on the standard classification tests are, for naval personnel, GCT plus ARI–120; Mech–58. For Marine Corps personnel minimum scores are GCT–120; MA–116. Previously, completion of two years' college work was mandatory.
- Have reached his 18th birthday but not have passed his 27th birthday on the date his application is submitted.
- Agree to remain on active duty for four years including the period in training as a NavCad, unless sooner released by the Navy Department.
- Be unmarried and agree to remain unmarried until commissioned.
- Attain at least a "C" grade in the aviation classification test and mechanical comprehension test and at least a "D" grade in the flight aptitude rating test.
- Be physically qualified and aeronautically adapted for duty involving flying and the actual control of aircraft. The current edition of the Manual of the Medical Department, U. S. Navy, gives the required standards in this respect.
- Be strongly motivated to fly.
- Possess potential officer-like qualities.

The Bureau desires that commands make a careful review of the basic qualifications of applicants, and that commands not having a flight surgeon make a preliminary physical examination. This, the letter points out, will reduce the amount of paper work necessary for processing. Also, it will eliminate unnecessary travel expense for candidates who are obviously unqualified. When it has been determined that the applicant meets the basic requirements for flight training as a Naval Aviation Cadet, Class V-5, USNR, he will be ordered to the nearest Navy or Marine Corps activity having a flight surgeon. This will be for the purpose of taking a flight physical examination and the flight aptitude tests.

District publication offices and printing offices have a supply of the necessary application forms – NavPers 953A.

The letter calls on all commands to be meticulous in selecting candidates for NavCad training. They should bear in mind that the men nominated are potential candidates for a commission in the Navy or Marine Corps. On the NavPers 953A the CO of the nominating activity must make a specific statement that the man is eligible and recommended for flight

10 Plank Owners on Board As BB Celebrates 5th Year

When the USS *Missouri* (BB63) celebrated her fifth anniversary in commission, only 10 members of the original crew were among the 2,500 officers and men who commemorated the occasion with a special anniversary dinner.

The "Mighty Mo" was enroute to England with 900 midshipmen on board at the time of the anniversary and the 10 "plank owners" were a proud lot of sailors.

All 10 of the original crew now on board are USN men. They are: F. M. Connelly, BM2; A. Bush, SD2; L. R. Services, BT1; D. F. Stack, GM3; N. J. Santucci, CT1; Lieutenant (junior grade) J. L. Rothermel; R. N. Day, CTC; Lieutenant Commander R. E. Dillon; J. C. Mannion, BTC; and Lieutenant I. B. Ramsey.

Two of the plank owners, LT Ramsey and Santucci, returned to *Missouri* after having served on other ships and shore stations.



Shipmaster

The captain has not always been captain of his ship.

Back in the days of Queen Elizabeth, the captain on a man-of-war had over him a commander who was a landsman, a soldier. The captain, as the "shipmaster," had under his direction the sailors on the ship but was not in command of the ship. The seamen officers under him were lieutenants and corporals.

Stanley Rogers in his book on Sea-Lore relates, "On the Spanish men-of-war during the Armada period the actual navigating officers on board were little better than underlings, and so much the victims of the whims and orders of their military superiors, who were fighting men and not sailors, that one does not wonder that so many galleons piled up on the rocks during the summer of 1588."

training and that he is considered desirable officer material.

The documents listed below must be executed and attached as enclosures to NavPers 953A. When an applicant is found to be qualified in all respects, the original application — complete with enclosures — will be forwarded for final action to BuPers, Attn: Pers-3635, via the Bureau of Medicine and Surgery. A duplicate will be filed in the individual's service record. Here are the documents required:

- An application (NavPers 953A) for naval aviation cadet training, V-5, USNR.
- Naval Aviation Cadet Contract Form (enclosure A to the joint letter).
- If less than 21 years of age, Naval Aviation Cadet Consent Form must be included (enclosure B to the joint letter). This form is for the use of parent or guardian of the applicant in giving consent for the applicant to serve for a continuous period of four years unless sooner released by the Navy Department.
- Educational transcripts of all college and high school work completed. High school transcript must indicate the date of graduation.
- Report of physical examination for flying (Standard Form 88) and report of medical history (Standard form 89). Flight aptitude test scores will be indicated on Standard Form 88. Where applicants have previously taken these tests, the CO should request scores from the Aviation Psychology Section, BuMed, if the scores do not appear in the individual's record.
- Loyalty certificate. These should be prepared in accordance with instructions given in BuPers Circ. Ltr. 4-49 (NDB, 15 Jan 1949).

If an applicant decides that he no longer desires to be considered for NavCad training he must submit written notification of withdrawal of application to BuPers (Attn: Pers-3635). This he may do at any time before he receives orders to report to the Naval Air Station, Pensacola, Fla., for training. Such notification of withdrawal will be approved by the Bureau without prejudice.

Candidates who violate their contract by marriage before receiving their commission will be dropped from the flight training program. NavCads who fall below the required standards in ground school training, in flight training, physically, or in conduct or aptitude will also be dropped from training. NavCads who are discharged from the Navy for misconduct will not be enlisted or reenlisted without specific approval of the Chief of Naval Personnel or the Commandant of the Marine Corps, as appropriate.

Any men separated from flight training — except for misconduct — may select one of the following options, as appropriate:

- Discharge from the naval service.
- To be transferred to his previous rate and classification and returned to inactive duty in the Naval Reserve.
- If a former member of the U. S. Navy, to be discharged from the U. S. Naval Reserve to reenlist immediately in the Navy in his previous rate and classification if fully qualified.
- If a former member of the U. S. Marine Corps or Marine Corps Reserve, to be discharged from the U. S. Naval Reserve to reenlist immediately in the rate previously held in the Marine Corps or Marine Corps Reserve, if fully qualified.

Men who previously have been dropped from any military flight training program by reason of flight failure are not eligible to apply. Also ineligible are those who previously have qualified as a naval or military aviator.

Upon final review of his application by BuPers, each applicant will be notified in writing, via his CO, of the action taken in his case. The names of eligible applicants will be placed on a priority list, in accordance with their qualifications, from which men will be selected for the training. In selecting candidates from this list, the Bureau will be governed by quota allowances. No specific information can be given as to when an individual will be ordered to flight training. Accepted applicants will be ordered by the Bureau or by the Commandant, U. S. Marine Corps, to report to the Chief of Naval Air Training, Naval Air Station, Pensacola, Fla. Upon reporting, they will be processed for enlistment in or transfer to the grade of Naval Aviation Cadet, Class V-5, USNR.

Men who applied for flight training in accordance with the joint BuPers-MarCorps letter of 22 July 1948 are not required to resubmit an application.

NavCads who successfully complete the flight training course will be appointed as ensigns, A1L, USNR when they receive their designation as naval aviator. Within authorized quotas NavCads are permitted to volunteer for selection and appointment as second lieutenant, USMCR.

Upon fulfillment of their contract after four years of service, candidates selected under this directive will be released to inactive duty. At that time, should vacancies in the service permit, a limited number may be permitted to continue on active duty — subject to their own request. After 18 months of commissioned service in the Naval or Marine Corps Reserve, a limited number may be appointed to the regular Navy or Marine Corps. This, too, is subject to the needs of the service.

Decommissioning Record Set by Mare Island Shipyard

A new record for decomissioning ships was set by the Mare Island Naval Shipyard, Vallejo, Calif., when four vessels were assigned to the reserve fleet in one hour.

Ships decommissioned during the one hour mothball speed-run were USS *Renville* (APA 227), USS *Bronx* (APA 236), USS *Skagit* (AKA 105) and USS *President Hayes* (APA 20).

Nisei and Indian Receive Appointments to Academy

Two more "firsts" will be written into the record books of the United States Naval Academy, Annapolis, Md., this fall when the first Nisei (American-born Japanese of naturalized parents) and the first full-blooded American Indian enter the plebe class.

Takeshi Yoshihara, who spent the war in an Idaho relocation center, and Sidney F. Mason, YN3, USN, full-blooded Indian, have both received appointments to the Naval Academy.

This makes the third such "first" for the Naval Academy in 1949. Ensign Wesley A. Brown, USN, who graduated in June, was the first Negro to be commissioned from the Academy.

Ship's Service Stores to Be Exchanges; Commissaries Close

New armed services interdepartmental regulations to govern the operation of post exchanges, ship's service stores and commissary stores have been approved by the House Armed Services Committee which has been investigating military resale activities.

Two sets of regulations have come out of the committee's work. One will be issued as an "Armed Services Exchange Regulation," and will apply to armed services exchanges within the U. S. The other will be an "Armed Services Commissary Store Regulation," and will apply to all armed services commissary stores, wherever located.

The two primary aspects of the new regulations, in regard to their effect upon the customer, are these:

The federal excise tax on all items subject to the tax must be collected by ship's services as in any other retail store. This ruling went into effect 1 August. As the federal excise tax is 20 per cent on articles classed as luxuries, a box of chocolates which previously set you back $1.25 now costs you $1.50.

Commissary stores located in areas where commercial facilities are conveniently available at reasonable prices will be disestablished — closed, that is — at or before the end of 1949.

Also, after 1 Jan 1950, ship's service stores will no longer be called "ship's service stores." They will be called Navy exchanges. Other military stores of a similar type will be called Army exchanges, Air Force exchanges or Marine exchanges, as the case may be. They won't be called "post exchanges" any more. That is regulation number one of the Armed Services Exchange Regulation.

2. A single list of authorized patrons is established.

3. Provision is made for a uniform method of identifying patrons.

4. Provision is made for a standard list of facilities — barber shop, cobbler shop and similar facilities — which exchanges may operate.

5. A standard list of authorized resale items is established. This list represents a considerable curtailment in many of the lines of merchandise which exchanges and ship's service stores previously have been authorized to sell.

6. The regulation permits the operation of a grocery section by an exchange only when commercial facilities are not available or when necessary because of other factors deemed important. Only the secretary of the department concerned may grant authority to operate a grocery section.

7. The special order system is abolished — as of 1 Oct 1949.

8. Each service is required to have an annual audit of its exchange system by a certified public accounting firm or firms.

9. Collection of the federal retailers' excise tax on all items subject to the tax is required — effective 1 Aug 1949.

10. All exchanges are required to use a sales slip to record the sale of single items of merchandise bearing a sales price of $5.00 or over. These sales slips must be signed by the patron at the time the sale is consummated. Each slip will include a statement certifying that the merchandise listed thereon is not for resale and that it is for the personal use of the purchaser or his dependents, or is for use as a bona fide gift.

11. Exchanges are required to be self-sustaining with respect to the payment of salaries of civilian employees, the purchase of operating equipment and supplies, the maintenance of equipment, and the cost of utilities furnished by the government. Available equipment of the government may be utilized provided all operating and maintenance costs of such equipment are paid by the exchange using the equipment.

12. The regulation will become effective on and after 1 Oct 1949 except with respect to the following: Redesignation of post exchanges and ships' service stores as "exchanges" to be effective 1 Jan 1950; the list of authorized resale items which will be published as soon as practicable, and with respect to purchases by exchanges shall be effective upon re-

Open-Toed Shoes for Dogs on Polar Duty

Sailors who see the Navy's excellent motion picture *The Secret Land* will see something unusual if they don't spend too much time batting the breeze with their shipmates.

Of course, the whole movie is unusual, having been filmed during Navy exploration work in the Antarctic. But the "unusualest" part, according to some people who have seen it, concerns shoes — open-toed shoes for dogs.

In spite of all the new wrinkles in exploration, polar exploration still has a job for sled dogs. Sled dogs, even if they're hard-muscled and thick-calloused, are likely to get their feet cut on sharp ice when they go to work pulling heavy sleds. The solution—? Shoes.

But not just any sort of shoes will do for sled dogs. The most logical kind, one would think, would be something on the order of Bull Durham sacks, made of leather. — Or maybe a set of draw-string coin purses of the kind tradition has farmers carrying. But no. Experience has shown that such simplified foot-wear has its draw-backs — or at least its slip-backs. No traction.

The Navy runs on research, a person might say — and research came up with the answer in the case of the canine kicks. The answer, of course, was open-toed moccasins. Thus shod, the huskies had their bare-skin soles safely separated from the lacerating ice. In case of a hard pull or a quick stop, the traction-aiding toe-nails could be used as nature intended.



ceipt; and payment of the federal retailers' excise tax, made effective 1 Aug 1949.

Ship's service or post exchange profits provide approximately 85.5 per cent of the funds for support of armed services welfare and recreational programs. Continental exchanges provided approximately $15,500,000 for welfare and recreational purposes during 1948 and a similar amount was donted by activities outside the U. S. Approximately 14.5 per cent of the cost of running armed services welfare and recreational programs is derived from funds appropriated by Congress.

Navy officials say that the new regulations should remove all cause for legitimate complaints against military sales activities.

Here are the rules designated as the Armed Services Commissary Store Regulation:

1. Commissary stores located in areas where adequate commercial facilities are conveniently available at reasonable prices will be disestablished not later than 1 Jan 1950.

2. Effective not later than 1 Jan 1950, commissaries will be designated as Army commissary stores, Navy commissary stores, Air Force commissary stores, and Marine Corps commissary stores.

3. Provision is made for a uniform method of identifying patrons.

4. A standard list of stock categories is established.

5. With the exception of Army and Air Force commissary stores — which are required by law to sell at cost — the regulation requires that the stores be self-sustaining with respect to the purchase of operating equipment and supplies, and the cost of utilities furnished by the government. Equipment not purchased from commissary store income may be utilized, when available, provided all operating and maintenance costs of such equipment are paid by the commissary store using the equipment.

6. All purchases by individuals must be made for cash, except where charge sales are specifically authorized in overseas areas by the secretary of the department concerned.

7. The regulation will become effective on and after 1 Oct 1949 except with respect to the change in name and the disestablishment of commissary stores which are to be effected not later than 1 Jan 1950.

Naval Reserve Fliers Will Soon Get Jets

Naval Reserve fiiers at five air stations will have access to jet fighter planes in the near future. The air stations at Oakland, Calif.; Willow Grove, Pa., and Floyd Bennett Field, N. Y., are slated to receive from two to three jets by the end of this month with more to come later.

Also scheduled to receive jet fighters at a later date are the Naval Air Stations at Los Alamitos, Calif., and Norfolk, Va. All the jets now scheduled for delivery to Naval Air Reserve squadrons are to be on the job by next 31 March.

The high speed jet planes are to be of two models — FH *Phantoms* and FJ *Furies*. The *Phantom*, the first all-jet Navy fighter, was introduced in 1945. It is powered by two axial flow turbo jets. The *Fury* is a single jet plane.

Also to be delivered to Naval Air Reserve squadrons before next April are 100 latest-type conventional fighters—F8F *Bearcats*. These planes will go to Glenview, Ill.; Olathe, Kans.; Atlanta, Ga., and Squantum, Mass.

The F8F, a fast-climbing, carrier-based fighter, was developed toward the end of World War II and did not enter combat. It replaced the F6F *Hellcat* in carrier service.

VA 115 Dive-Bombing Champs In PacFleet Competition

Outside El Centro, Calif., a crowd of spectators craned their necks watching tight formations of Navy dive-bombers circling overhead at 15,000 feet. When the bombers peeled off, streaked earthward and cut loose their "eggs" the crowds kept gazing, undisturbed.

They were watching the best Navy dive-bomber pilots in the Pacific Fleet bomb it out for the Pacific Fleet Dive-Bombing Championship — and no one was worried about these precision egg-layers missing the target.

For the first time since prior to World War II the annual bombing competition was revived. Competition was first held within each Pacific Fleet dive-bomber squadron to pick the four pilots most adept at keeping their bombs within a 50-foot bullseye. Then area eliminations were held, with the winning four-plane divisions moving on to the finals.

In the finals, each pilot made 16 dives from 15,000 feet at the circular target.

After the dust settled it was found the four eagle-eyed pilots representing Attack Squadron 115 (VA 115) had racked up the high score. Following close was the Marine team representing VMF(N) 513, which averaged placing its hits within six feet of VA 115's winning bomb craters. VA 115's team is composed of Lieutenant Commander William H. House, USN; Lieutenant Edward W. Gendrom, USN; Ensign Donald L. Miller, USN and Ensign William G. Sizemore, USN.

Individual high score was compiled by Ensign Edward F. Christiansen, USN, of Attack Squadron 155, who had a lot of trouble doing it. Christiansen's plane developed a serious oil leak after his second dive, forcing him to return to the airfield where he swapped planes with the team alternate. Returning to the range he completed his runs, but complained to the judges he was afraid he had ruined his team's chances by flying an unfamiliar plane. Ensign Christiansen was unofficially crowned, "Best Dive-Bomber in the Pacific Fleet."

Officially only the winning four-man VA 115 team was recognized, since the emphasis in Navy air tactics is on combat teamwork.

5 Youthful Essayists Win Cruise Aboard Pasadena

Five high school boys who love the sea are glad now they wrote that essay for a Navy contest.

As a reward for the five best essays about the Navy, the West Coast youths got a six-day cruise aboard the light cruiser USS *Pasadena* (CL 65) from San Francisco to Long Beach, Calif.

The essay contest was sponsored by the Navy league last Navy Day. Following their six-day cruise, the contest winners were flown back to their homes with salt spray thick in their hair.

Battle Efficiency Awards For 1949 Won by 65 Ships And 13 Aircraft Squadrons

Personnel on board 78 ships and aircraft squadrons can start sewing "Es" on their upper right sleeves.

The Navy has announced the names of 65 ships and 13 aircraft squadrons winning battle efficiency pennants for the competition year 1949.

These prize-winning ships are eligible to hoist the battle efficiency emblem — a red triangular pennant on which is centered a black ball — at their fore trucks. A facsimile of the pennant may be painted on each plane assigned to the winning squadrons.

Enlisted personnel assigned to these units will also receive prize money — expected to be about $20 per man — provided they meet the eligibility requirements. Basically, these requirements are that to be eligible for prize money a man must have been assigned to the vessel or squadron for at least six months during the competition year, and still be on active duty. Men can collect prize money only once during a competitive year, even if they served on two prize-winning ships or squadrons. Marines assigned to the winning units are also eligible for prize money, provided they meet the requirements. Officers are ineligible to receive prize money.

In this second postwar year of battle efficiency competition the winning ships and aircraft squadrons are:

• Battleships — USS *Missouri* (BB 63).

• Cruisers — USS *Fargo* (CL 106); USS *Springfield* (CL 66).

• Destroyers — USS *Wiltsie* (DD 716); USS *Compton* (DD 705); USS *Lloyd Thomas* (DD 764); USS *Putnam* (DD 757); USS *McKean* (DD 784); USS *Everett F. Larson* (DDR 830); USS *Noa* (DD 841); USS *Fiske* (DD 842); USS *Harold J. Ellison* (DD 864); USS *Furse* (DDR 882); USS *Newman K. Perry* (DDR 883); USS *O'Hare* (DD 889); USS *Keppler* (DD 765).

• Minelayers — USS *Shannon* (DM 25); USS *Endicott* (DMS 35).

• Carriers — USS *Franklin D. Roosevelt* (CVB 42); USS *Valley Forge* (CV 45); USS *Rendova* (CVE 114); USS *Mindoro* (CVE 120).

• Submarines — USS *Charr* (SS 328); USS *Clamagore* (SS 343); USS *Cusk* (SS 348); USS *Dogfish* (SS 350); USS *Queenfish* (SS 393); USS *Piper* (SS 409); USS *Runner* (SS 476).

• Destroyer Tenders — USS *Yellowstone* (AD 27); USS *Dixie* (AD 14).

• Submarine Tenders — USS *H. W. Gilmore* (AS 16); USS *Sperry* (AS 12).

• Auxiliaries — USS *Hyades* (AF 28); USS *Lioba* (AF 36); USS *Alstede* (AF 48); USS *Errol* (AKL 4); USS *Towhee* (AM 388); USS *Gull* (AMS 16); USS *Ostrich* (AMS 29); USS *Mulberry* (AN 27); USS *Mispillion* (AO 105); USS *Waccamaw* (AO 109); USS *Namakagon* (AOG 53); USS *Cavalier* (APA 37); USS *Freemont* (APA 44); USS *Henrico* (APA 45); USS *Okanogan* (APA 220); USS *Carpellotti* (APD 136); USS *Hector* (AR 7); USS *Amphion* (AR 13); USS *Bolster* (ARS 38); USS *Mataco* (ATF 86); USS *Alsea* (ATF 97); USS *Pine Island* (AV 12); USS *Mt. Katmai* (AE 16).

• Landing Craft — USS *LST* 533; USS *LST* 980; USS *LST* 1126; USS *LSM* 399; USS *LSMR* 401; USS *LSMR* 403; USS *LSMR* 517; USS *PC* 1172; USS *PC* 1263.

• Aircraft Squadrons — VA-65; VC-23; VF-41; VF-152; VMF-542; VP-28; VA-55; VA-175; VF-32; VF-91; VMF-223; VP-23; VP-49.

Fighting Leathernecks Acquire Rugged Reservist

With all its reputation for rugged personnel, the Marine Corps would be hard put to find another rookie Reservist with a record like Robert Bishop's.

The small, wiry Bishop — now 29 years old — fought for six years with the famous British Commandos. He saw action on the beaches of Salerno, served on Marshal Tito's private bodyguard, and raided enemy positions from Africa to Norway.

Later, Bishop served in the Canadian army — as a major.

Bishop, who now works as a railway engineer and lives in Washington, D. C., recently enlisted in the Marine Reserves as a private. "I figured I'd be at home with this outfit," he said. "I can teach them a few things about the work of assault troops on the continent (of Europe) and can learn the methods the U. S. Marines used in the Pacific."

The Reserve leatherneck was born in Baltimore, but moved to England with his parents at the age of three years. Before entering military service he obtained a degree in engineering from Birmingham University, England. He was mobilized for war service in September 1939. Part of his commando training consisted of making 67 parachute jumps and swimming a mile in full regalia.

Bishop refused a commission in the U. S. Army to enlist in the Marine Corps Reserve as a private.

Transport's Crew Builds Incubator for Baby on Ship

The scene was the Navy transport USS *President Adams* (APA 19). The cast was a hard-boiled black gang and a Navy doctor — and a mother-to-be. The time was short, and passing swiftly. A new character was about to face the footlights — and sooner than called for by the script.

"An incubator!" the doctor said. "We'll have to have an incubator!"

The engineers dragged out some sheet metal, and found a sheet of plexiglas. In practically no time at all they had as good an incubator as one could wish for. For humidity it included a cup of water and a medical-gauze wick; for heat, an electric light bulb. Oxygen was piped in through a rubber hose and liberated through a rubber flannel near the baby's face.

It was all almost routine to *President Adams'* crew. "About a year ago we built an incubator of white pine," one member said. "It wasn't much of a success, though. The baby didn't like the smell of wood."

The latest incubator proved to be odorless and fully satisfactory to its small inmate. With a few refinements, it may become part of the ship's permanent equipage for use in case any other ahead-of-schedule passengers arrive in mid-ocean.

President Adams makes regular trips from Norfolk to Trinidad by way of San Juan, P.R.

Initial Clothing Allowance Is Changed for Enlisted Men in Certain Ratings

The initial clothing allowance for enlisted men in certain USN and USNR ratings has been increased in some instances and decreased in others, according to Alnav 71-49 (NDB, 15 July 1949).

The regulations are essentially the same as authorized in Appendix A of volume 5, BuSandA manual, the current directive, with these changes:

- Initial clothing allowance for enlisted men in ratings other than CPOs, cooks, stewards, and members of the Navy, Naval Academy or Coast Guard Academy bands has been increased from $128.70 to $145.70, (section 1 (b)).
- Initial clothing allowance of enlisted men (except band members) advanced to chief petty officer, cook or steward within 30 days of date of enlistment or reporting for active duty has been reduced from $171.30 to $154.30, (section 2 (b)).
- Initial clothing allowance of enlisted men assigned to duty as band members (except those holding CPO ratings on their first assignment) within 30 days from date of enlistment or reporting for duty has been reduced from $171.30 to $154.30, (section 3 (b)).

Enlisted men of the Marine Corps and Coast Guard are not affected by Alnav 71. MarCorps General Order 21, as amended, effective 1 July 1949, gives instructions governing changes pertaining to marines.

A major change made to clothing allowances reduces the time enlisted men must remain on active duty before becoming eligible to receive the quarterly cash clothing allowance. It provides that certain enlisted men (new first enlistees and those reenlisting under broken service) become eligible to receive the maintenance money after nine months of active service—"without regard to any loss of time."

This provision replaces the former one year's waiting time before eligibility was established for the allowance.

Allowance payments in this category start with the first day of the quarter following the quarter in which the nine months' active duty is completed.

Thus, a man enlisting for the first time on 1 January would become eligible for the allowance as of 1 October of the same year. If he were to enlist (or reenlist under broken service after 90 days from date of last discharge) on 1 March, his eligibility would begin on the following 1 January, that being the first day of the quarter which follows the quarter period in which the necessary nine months of active duty had been completed.

Similarly, men become eligible for their first quarterly check of $20 from the annual $80 allowance nine months after promotion to chief petty officers.

Cachet Marks Mail from Arctic Ships

Letters home from sailors on board the 11 ships steaming through the iceberg dotted Arctic Ocean to deliver supplies to Point Barrow, Alaska, were stamped with a unique design.

The design shows a polar bear sitting on a cake of ice with the top section of the globe in the background and "Point Barrow Resupply Expedition" written across the top. It was rubber-stamped on envelopes passing through the post offices of the supply expedition vessels.

The supply expedition, consisting of USS *George Clymer* (APA 27), USS *Union* (AKA 106), USS *Seminole* (AKA 104), USS *Oberon* (AKA 14), USS *Achernar* (AKA 53), USS *Neches* (AO 47), USS *Burton Island* (AGB 1) and the LSTs 1110, 1123, 1126, and 1146, delivered approximately 45,000 tons of supplies to military facilities in northern Alaska.

The expedition is made annually, principally to supply the personnel of Navy Petroleum Reserve No. 4, an area of land lying within the Arctic Circle. The ships make a quick dash into the area during the summer months to unload supplies, then hurry out again, as the sea route is blocked with ice most of the year.



DISTINCTIVE cachet will mark mail posted by personnel on the 1949 Point Barrow Resupply Expedition.

Constitution Makes Good

The Navy's giant air transport *Constitution* is passing its operational tests with flying colors.

Constitution recently completed a 10,000-mile around-the-nation flight, stopping at 19 cities, with nothing more wrong with her than a worn carpet on the second deck of the plane.

The carpet had good reason to be worn. More than 546,000 visitors had shuffled along it on their way through the plane, gawking at the complex instrument board and peering with wonderment down the stairway which leads from the upper to the lower deck of the huge craft.

Nothing more than routine repairs, however, had to be made. One day a week during the seven weeks of the tour was set aside for a complete operational check-up. A cracked manifold section on number two engine that was later replaced was the worst that any of the check-ups could reveal.

QUIZ ANSWERS

Answers to Quiz on Page 39

1. (b) Submarine. Picture was taken aboard USS *Trumpetfish* (SS 425) one of the Navy's most modern fleet-type submarines.
2. (b) Main vents. Pictured at the hydraulic manifold, she is about to open the main vents which will flood the tanks and dive the submarine.
3. (a) Cut No. 2 engine. Engines are numbered from port to starboard looking dead ahead from the pilot's seat. Number of fingers extended on the left hand indicate engine to be cut.
4. (b) Cut everything.
5. (c) Opticalmen.
6. (b) Electronics Technicians.

Correspondence Courses Available to Regulars and Reservists

Approximately 50 correspondence courses are now available to Regular and Reserve officers of the Navy, Marine Corps and Coast Guard and to certain enlisted men. More than 50 others are expected to be completed within the next 12 months — many of them before the end of 1949.

After 1 Jan 1950, completion of certain courses will be required before Naval Reserve officers can be promoted. Also, completion of correspondence courses will earn Naval Reserve officers credits for retirement.

For Regular Navy officers, completion of courses will in many cases provide exemption from taking various portions of professional examinations for promotion. BuPers Circ. Ltr. 105-49 (NDB, 30 June 1949) gives a complete coverage of examination plans for Regular Navy officers. This circular letter reveals which examinations can be omitted by virtue of having completed correspondence courses. When an officer has completed a correspondence course, a certified copy of the completion certificate will be included in his qualification record jacket at the Bureau of Naval Personnel.

For Reserve officers, the correspondence courses are intended solely as home study courses. They must not be used as part of a curriculum for drill periods. Courses are issued and assigned only to individuals — not to activities for use in joint endeavor. Upon completion of a course, the enrollee will be required to sign a "certification of individual effort."

While any officer can obtain almost any available course, ALL HANDS has listed below — under the heading of "eligible officers" — the classifications that will receive promotion credits by completing the course listed opposite. Completion of correspondence courses will be given full consideration in the future assigning of a Reserve officer's classification.

Only one course may be taken at any one time.

These courses are also available to CPOs by direct application through official channels, and to other enlisted personnel who are recommended by

Here's How to Request Correspondence Courses

In forwarding a request for correspondence courses "via official channels," the following will serve as a guide:

- Officers of the regular Navy, Marine Corps or Coast Guard should forward their requests via their COs.
- Reserve officers of the Navy, Marine Corps or Coast Guard who are on active duty or who are associated with authorized reserve units should forward their requests via their COs.
- Reserve officers of the Navy, Marine Corps or Coast Guard who are not on active duty nor associated with authorized Reserve units should forward their requests via their home district commandants.
- If not on active duty and if residing in a foreign country, Naval, Marine and Coast Guard Reserve officers should forward their requests via U. S. Naval Attache and the Chief of Naval Operations (Director of Naval Intelligence).

Form NavPers 992 should be used in applying for courses administered by the Naval Correspondence Course Center.

240 Correspondence Courses Readied for Enlisted Reservists

Enlisted Naval Reservists will have access to 240 correspondence courses by mid-1951, according to plans being carried out by BuPers and the University of Chicago. The courses are being designed primarily for volunteer Naval Reserve enlisted personnel who are unable to use the facilities of the Organized Reserve.

The courses, to be prepared by the University of Chicago, will be based on present and planned Navy training courses used by enlisted personnel throughout the Navy and Naval Reserve for advancement in rating purposes. They will be specially adapted for home study without supervision. In a few cases, the courses may be used by Naval Reserve officers in addition to enlisted personel.

Like the officers' correspondence courses, those for enlisted personnel will enable student Reservists to qualify for advancement and to acquire points toward retirement.

In announcing the project, the Chief of Naval Personnel said, "Reserve personnel today fit into our armed services as did the Minutemen of the Revolutionary War.

U. S. Ships Visit Canada

Canadian people who live 300 miles inland along the St. Lawrence River got their first look at a United States Navy aircraft carrier when USS *Saipan* (CVL 48) paid an informal visit to the cities of Quebec and Montreal.

Accompanying the carrier on her Canadian caper were the destroyers USS *Zellars* (DD 777) and USS *Massey* (DD 778).

After 1 Jan 1950, USNRs Will Need Promotion Points

Beginning 1 Jan 1950, Naval Reserve officers selected for promotion will be required to have earned promotion units before their promotion can be put into effect.

The chief method of earning the units will be through correspondence courses. The number of units needed before promotion will increase until a standard number is reached on 1 July 1951.

A self-explanatory table follows:

Date Selected For Promotion	Required Promotion Units Basic	Specialty
1 Jan 1950–30 June 1950	2	0
1 July 1950–31 Dec 1950	2	2
1 Jan 1951–30 June 1951	3	3 (2 for ensigns)
1 July 1951–	4	4 (2 for ensigns)

An average of six months will be allowed for completion of one promotion unit. Each unit will consist of approximately six assignments. Assignments should be completed and submitted at the rate of one a month — more frequently if the enrollee wishes.

Qualifications for promotion of Naval Reserve officers — including those on active duty — eligible for promotion before 1 Jan 1950 will be determined by a review of their records.

their CO as potential officer candidates. In addition, development of enlisted correspondence courses is planned, beginning immediately.

It is estimated that the basic enlisted courses will be available by January 1950. All — approximately 240 — are expected to be ready by April 1951. ALL HANDS will publish complete information about these courses as they become available.

All applications for correspondence courses should include full name — with middle name — rank, file number, classification if Reserve officer, and full and correct mailing address.

Before requesting a course, each prospective student should study the new reference book "Administration and Use of Naval Correspondence Courses" (NavPers 10840). A copy of NavPers 10840 is being sent to each Naval Reserve officer and to each ship and station.

NavPers 10840 contains full information about all present and prospective correspondence courses and about their administration and use. In addition, it covers:

- Seminars and classroom courses for Reserve officers.
- Information concerning credits for courses that are being replaced by other courses.
- Course requirements by officer classifications.
- Scope of correspondence courses.
- NRMAL 54-48. (Information on Naval Reserve retirement.)
- A number of application blanks for applying for correspondence courses.

The following courses are now available at the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, N. Y.

Courses	*NavPers No.*	*Retirement points*	*Eligible officers*	*Promotion units*
Basic—				
Naval Orientation	10900	12		1
Military Law	10716	12	All officers	1
Navy Regulations	10740-A	24		2
General—				
International Law	10717	12		1
Foundations of National Power	10770	12	All officers	1
Elementary Nuclear Physics	10775	12		1
Deck—				
Deck Officer Communications	10920	6		½
Ordnance and Gunnery	10922	18		1½
Seamanship	10923	12		1
Navigation B-40	10730	12	D, DL, DM, DML	°1
Navigation A-39	10731	12		°1
°To be superseded by:				
Marine Navigation, Parts I, II	10921	12 (each part)		1 (each part)
Engineering Officer Afloat—				
Theoretical Damage Control	10937	12	E, EL, EM, EML	1
Diesel Engines	10938	12		1
Engineering—				
Naval Shipyard Duty for Engineering Specialists	10940	12	SE, WE, SE1, SE2, SE3, SE4	1
Civil Engineering—				
Mission, History and Organization of the Civil Engineer Corps	10909	12	CEC, CECS, CECR	1
Cold Weather Engineering	10910	12		1
Supply—				
Introduction to Supply	10978	3		¼
Supply Afloat	10980	12	SC, SCS, SCW, SCM	1
Disbursing and Navy Travel Instructions	10979	24		2
Supply Ashore	10983	24		2
Communications—				
General Communications	10916	24	C, CL, WC, SCOM, SC2, WC2	2
Ordnance—				
Ordnance Equipment	10962	12	SO, SO1, SO2, SO3, SO4, SO5, SO6	1
Aviation—				
Refresher Course for Aerologists	10953	24		2
General Course for Aviation Specialists	10950	24	A, AL, SA, WA, SA1, SA2, SA3, SA4, SA5, SA6	2
Recognition	10955	24		2
Photography	10957	18		1½

The following courses are available by applying via official channels to the Bureau of Medicine and Surgery, Navy Department, Washington, D. C.

Courses	*Retirement points*	*Eligible officers*	*Promotion units*
Clinical Laboratory Procedures	36	MC, DC, MSC, NC, HC	3
Special Clinical Services—General	32	(officers and enlisted)	3
Tropical Medicine in the Field	32	MC, DC, MSC, NC, HC	2½
Combat and Field Medicine Practice	32	(officers only)	2½

The courses listed below will soon be available by applying via official channels to the Bureau of Medicine and Surgery, Navy Department, Washington, D. C.

Medical Department Administration	12		1
Medical Department Orientation	12		1
Functions of Officers of the Medical Department	This course and all below are to be evaluated for retirement points and promotion units.	MC, MCS, MCW, DC, DCS, MSC, MSCW, HC, HCS, HCW, HW, HS, NC, HR	
Submarine Medicine Practice			
Physical and Psychological Standards and Examinations			
Aviation Medicine Practice			

The following courses are available by applying via official channels to the Department of Correspondence Courses, Naval War College, Newport, R. I.

Courses	*Retirement points*	*Eligible officers*	*Promotion units*
Strategy and Tactics	36	All classifications for which general electives are prescribed.	3
International Law (Regular Course)	36		3
International Law (Advanced Course)	24		2

The following course is available by applying via official channels to the Commanding Officer, U. S. Naval Intelligence School, U. S. Naval Receiving Station, Washington, D. C.

Naval Intelligence	36	SI, WI. Also ACI, until the Air Intelligence Course is ready.	3

The following courses are available by applying via official channels to the Commanding Officer, U. S. Naval Submarine School, New London, Conn.

Basic Submarine Course	12	Submarine officers	1
Advanced Submarine Course	24		2

The following courses are available by applying via official channels to the Director, Selective Service System, 1712 G. St. NW, Washington, D. C.

Background of Selective Service	4	Reserve officers earmarked for selective service duty.	¼
Selective Training and Service Act of 1940, as amended	12		¾
The Selective Service Act of 1948	6		½
Organization and Functions of Selective Service	10		½

Certain courses are also available for SC2 and WC2 officers by applying via official channels to the Chief of Naval Operations (20-2), Navy Department, Washington 25, D. C. Information concerning these courses may be obtained from the same source.

Besides the correspondence courses now available, a large number of courses are in the process of preparation or production. These are listed below according to NavPers numbers, with approximate availability dates.

Courses	*NavPers No.*	*Retirement points*	*Eligible officers*	*Promotion units*	*Approx. date*
Naval Command and Administratioon	10901	12	All classifications	1	Jan 1950
Leadership	10903	12		1	Jan 1950
The Navy Chaplain	10905	24	CHC, CHCS, CHCP, CHCR	2	Sept 1949
History of the Chaplain Corps	10906	24		2	Oct 1949
Postwar CEC Developments		12	CEC, CECS, CECR	1	July 1950
Advanced Base Construction and Maintenance—Desert		12		1	Indef.
Continental Construction and Maintenance		12		1	Indef.

Shipboard Communications	10918	24	C, CL, WC, SCOM	2	Jan 1950
Marine Navigation, Parts I and II	10921	12 (each)	D, DL, DM, DML	1 (each)	Jan 1950
Fundamental Naval Electronics, Part I	10925	12	Designators T3 through T9	1	Late 1949
Fundamental Naval Electronics, Part II	10929	12			
Fundamental Naval Electronics, Part III	10932	12	Designators T and T3 through T9	1	Jan 1950
Naval Electronics, Administration and Supply	10926	12	Designators T, T1 and T2	1	July 1950
Naval Search and Fighter-Director Radar	10927	12	T, T1, T2, T3 and T9	1	Jan 1950
Naval Communication Equipment		12	T, T1, T2, T4 and T9	1	Indef.
Naval Sonar Equipment	10928	12	T, T1, T2, T5 and T9	1	Jan 1950
Electronic Aids to Navigation	10930	12	T, T1, T2, T6 and T9	1	Jan 1950
Naval Fire-Control Radar	10931	12	T, T1, T2, T7 and T9	1	Jan 1950
Electronics of Controlled Missiles		12	T, T1, T2, T8 and T9	1	Indef.
Elements of Naval Machinery	10934	24	E, EL, EM, EML	2	Late 1949
Engineering Operation and Maintenance	10935	12		1	Jan 1950
Practical Damage Control	10936	12		1	Sept 1949
Engineering Administration		12		1	Indef.
Shipboard Electrical Systems	10991	12		1	Jan 1950
Bureau of Ships Duty for Engineering Specialists	10939	12	SE, WE, SE1 through SE4, also any of these with the designator T	1	Jan 1950
Field Duty for Engineering Specialists		12	SE, WE, SE1 through SE4, also E and EL with the designator T	1	Indef.
Duty Afloat for Engineering Specialists	10941	12		1	Jan 1950
Office of Judge Advocate General	10986	24	SL, WL	2	Late 1949
Advanced Military Law	10987	24		2	Late 1949
Navy Contract Law	10988	24		2	Late 1949
Navy Real Estate Law	10989	12		1	Jan 1950
Navy Administration Law Problems	10990	12		1	July 1950
Naval Aviators, Course I	10948	24	A1, through A6, A1L, A2L, A3L, A4L, A5L, A6L	2	Late 1949
Naval Aviators, Course II	10949	24	A, AL, SA, WA, SA1 through SA6	2	Jan 1950
Air Intelligence	10951	24		2	Late 1949
Photographic Interpretation	10958	24		2	Oct 1949
Special Devices	10956	24		2	Oct 1949
Air Navigation	10959	24		2	Nov 1949
Aircraft Overhaul and Repair		24		2	Indef.
Reciprocating Aircraft Engines	10961	12		1	Sept 1949
General Aerology	10954	24		2	Late 1949
Jet Aircraft Engines	10985	12		2	Late 1949
Combat Information Center	10952	24	All officers with designators R, X and N	2	Nov 1949
The Ordnance Establishment	10963	24	SO, SO1, through SO6	2	July 1950
Airborne Ordnance	10964	12	SO, SO1 through SO6, A, AL, SA, WA, SA1 through SA6	1	Jan 1950
Commissary	10981	6	SC, SCS, SCW, SCM	½	Late 1949
Clothing and Small Stores, Ship's Store, Commissary Store	10982	6		½	Late 1949
Accounting	10984	24		2	Nov 1949
Naval Overseas Transportation and Shipping Control	10972	24	S, DM, DML, EML, and other overseas transportation officers	2	Sept 1949
Education and Training	10966	24	S, W	2	Nov 1949
Island Governments	10967	24		2	Sept 1949
Personnel Administration	10968	12		1	Late 1949
Welfare and Recreation	10969	24		2	Nov 1949
Administration of Officers' Messes	10970	12		1	Sept 1949

The following course will be available later this year by applying via official channels to the Chief of Naval Operations (20-2), Navy Department, Washington, D. C.

Communication Supplementary Activity		36	WC2, SC2	3	Late 1949

BOOKS: FICTION'S THE FARE FOR FAIR SEPTEMBER

FICTION is the main course in our reviews this month, with something for almost every taste. Look them over for leisure-hour enjoyment.

• *Live With Lightning*, by Mitchell Wilson; Little, Brown and Company.

This is the story of Erik Gorin, who began his adult life as a research fellow at Columbia University. Intense, impatient, moneyless, he constantly urged his superior to hurry their project so that he could get a job and marry his Savina. . . .

Later, his ambition and impatience caused him to fluctuate between industry and pure science — caused him, too, to almost lose his wife.

Live With Lightning touches on many forces that shape American life today — ethical forces, romantic forces, marital forces. Also, it touches on the ever-present subject of atomic energy and the forces of good and evil that cluster about it. This novel was chosen as a Literary Guild selection.

★ ★ ★

• *The Lonely*, by Paul Gallico; Alfred A. Knopf.

"Catherine . . . Patches . . . love . . . marriage . . . Tell Patches: 'I love you, there's nobody on earth but you,' and hear her say: 'What about the girl you were going to marry at home, Jerry?' He couldn't even speak to Patches, much less go to her. He wasn't free. He was Lieutenant Jerry Wright of Westbury, Long Island, and the U. S. Army Air Forces, an officer and a gentleman, engaged to be married to Miss Catherine Quentin in St. John's Episcopal Church in Westbury . . . orange blossoms . . . Sam Bognano for best man. . . ."

Here is a short, poignant novel of the "lonely." It's a novel of — as the foreword says — "the too-young conquerers of space and time, the boys-become-men who have lived between the worlds in the silver ships that sail to war and back through the frosty firmament."

It's an unforgettable story; to say more about it would be cheating the reader of some of the joy of discovering it for himself.

★ ★ ★

• *The Bubbling Spring*, by Ross Santee; Charles Scribner's Sons.

When Nathan Rogers' mother died, he left the small town where he had spent his earlier childhood and went west to live with his uncle. There a new life opened for him — a life which toughened his body, sharpened his mind and gave him freedom and independence of spirit.

He learned the lore of the mountains and plains; he learned cow punching and horse wrangling and the details that could mean the difference between life and death. When he saw his first trail herd strung out for a mile with the sun on their horns he knew what he wanted to do. And he learned that a man may ride the ranges for years, then suddenly find the spot he has been looking for all his life.

Here are characters — both human and animal — that you will remember for a long time. There is Sleepy, the black mare that looked like a goat but could outrun any Indian pony ever born. There is the great Colorow — strictly a one-man horse; Apaches and Piegans, some friendly and some the worst enemy a man could have. And there are cowboys: Ol' Pedro and twelve-year-old Abner, big black-headed Tom, and the Texas kid, Dick.

This book is a "must" for all readers of westerns — and for many who may never before have read a western. The text and the more than 50 illustrations form an unforgettable picture of the vastness and vitality of the old cow country.

★ ★ ★

• *Fraternity Village*, by Ben Ames Williams; Houghton Mifflin Company.

For almost 30 years, Ben Ames Williams has been writing short stories about a place called Fraternity Village, up in Maine. Most of the stories appeared in The Saturday Evening Post — others in other periodicals. During all these years, people have been trying to find all the Fraternity Village stories in book form. That they — and you — can now do.

These stories make Fraternity Village live for the reader. There, true as life, one finds the storekeeper and his earnest assistant, the doctor, the neighboring farmers, and Chet McAusland, who more than anyone else, loves the rural countryside.

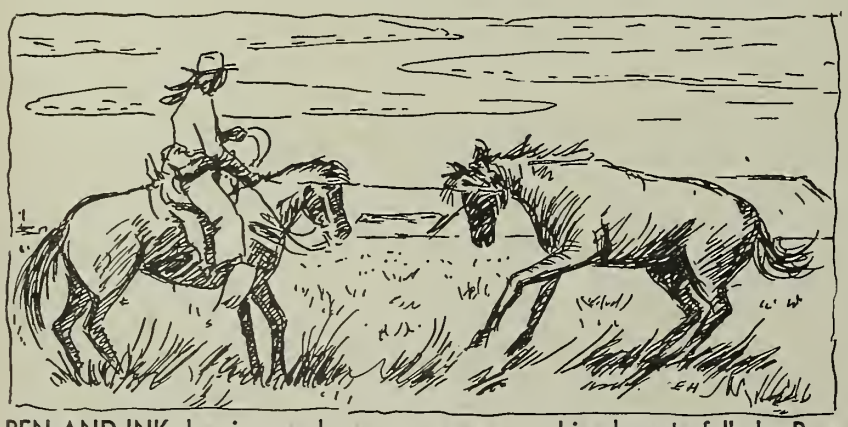
Some of the stories are action stories. Others are homespun character stories. All of them have the quality of realty which comes from authentic sights, sounds and atmosphere. A person knows, in reading them, that the author is 100 per cent at home in the territory he tells about.

This book will appeal to all men who like to swap yarns of dogs, guns and country people.

★ ★ ★

These books and other new ones chosen by BuPers are on their way to ship and station libraries.

Release of Samuel Eliot Morison's new book *Coral Sea, Midway and Submarine Actions, April 1942 - August 1942*, reviewed in the August issue of ALL HANDS, has been delayed slightly. It is expected that the book will be included in the October or November shipment of new volumes to ship and station libraries.



PEN AND INK drawings and warm prose are combined masterfully by Ross Santee to fashion in *The Bubbling Spring* an unforgettable picture of the West.

PRISONER OF TRIPOLI



PERSONAL ACCOUNT OF SUFFERING

How the frigate Philadelphia was lost and its crew captured by the Turks during America's War with Tripoli in 1803 is told in this narrative by Elijah Shaw. From the book "Life of Elijah Shaw," published in 1843.



PRISONER OF TRIPOLI

To Elijah Shaw the call of the sea was something irresistible and ceaseless, like the breakers rolling in on the New England shore.

As a boy of ten in 1780, the first ship he saw was the notorious Old Jersey, *famous in her infamy long since as a British prison ship. Here, in rags and chains, were his father and uncle, Revolutionaries captured by the British outside New York.*

Even the memory of fetid Old Jersey *failed to dissuade Elijah Shaw from naval service. Along with his country, he grew up in turmoil. When war came—often, during his lifetime—Elijah Shaw's name was to be found on the rosters of Navy ships, a growing family awaiting his return to the farm.*

By trade he was a cooper, maker of casks and barrels. In the days of grog and salt pork and juniper water, the ship's cooper was a highly esteemed man. During battle his occupation was anything but envied, for his was the job of swinging over the side, his ship under sail and under enemy fire, jamming shot plugs into holes in the hull.

Men like Elijah Shaw made history, but there are few who made so much. His ship United States *captured the magnificent French frigate* Insurgente *in 1799, one of the major battles of the naval war with France. On board* Philadelphia *during the War with Tripoli from 1802 to 1805, his ship was captured and he was imprisoned by the Turks.*

On board the sloop of war Wasp *in 1807, he saw their companion ship* Chesepeake *stopped and two of its men impressed by the British frigate* Leopard, *one of the causes leading to the War of 1812. When war opened, he was back on board* United States *during the celebrated victory over the English frigate* Macedonian.

His ship later blockaded in port, Elijah Shaw transferred when his captain, Stephen Decatur, moved his flag to the frigate President, *which promptly lost a battle to three British vessels. The remaining months of the war he spent in Dartmoor Prison, England, fully as vile as* Old Jersey *had been.*

The years 1815-1816 found him back again on board United States, *blockading the piratical vessels of the Dey of Algiers. From 1822 to 1826 he served on a hodgepodge fleet of barges and schooners in the Caribbean, exterminating more pirates. One of their first tasks was to build a naval base out of the sand at Key West, Florida.*

Like the foretopmen, waisters, cooks and boatswains who served with him, Elijah Shaw's is an unknown name today. Of his character and his appearance, nothing is known.

But for a tiny, 86-page book you can find in the Library of Congress today, Elijah Shaw would not have found his way into these five pages. Aged 72 years, with dimming eyes and failing health, Elijah Shaw spent his last days in a county poor house in New York, writing for whatever his book might bring and looking forward to duty on one more ship—"the old ship Zion. . . . The same Commander who first sailed her, continues to sail her still. His name is Jesus Christ. The vessel is not, however, fully manned and is continually beating up for volunteers. . . ."

THE difficulties between the United States and Tripoli, one of the Barbary States, occurred, it will be recollected, in 1801. Our government had previously been obliged to pay some of the other Barbary States heavy tributes to induce them to cease their annoying attacks upon the American merchant vessels trading in the Mediterranean. The Bashaw of Tripoli, Jessuf Caramalli, offended because the tribute paid him was not equal to that paid some of his neighbors, became arrogant and insulting in his demands, and renewed his depredations upon our vessels. Such conduct was not to be tamely submitted to by our government; and a squadron was fitted out for the Mediterranean, not only to awe Tripoli by its presence, but the other Barbary States.

The squadron consisted of the following named vessels: the frigates *United States,* of 44 guns, *President* 44, *Constitution* 44, *Congress* 36, *Constellation* 36, *John Adams* 36, *Philadelphia* 36, *Little Adams* 22, and *Little York* 22; brigs *Siren* 16, *Argus* 16, and *Vixen* 14; schooner *Enterprise* 14; besides some six or eight vessels for throwing shells and bombarding. The squadron, as is well known, was placed under the command of Commodore Preble.

I entered the Navy in the fall of 1802, after the war had been prosecuted for about a year, determined to try my fortune once more on the water. This was about three months after my marriage. When I first informed my wife of my intentions, it deeply affected her. It was some days before I could reconcile her to the idea; but at length she yielded, though in doing so it evidently cost her a great effort. And this is not to be wondered at. She had fondly calculated upon my leading a more domestic life than I had done before; and to be separated from her so

soon, was most trying to her feelings. At best, *"A life on the ocean wave"* is none the most secure; but when are added to it the dangers of war, and war, too, with a barbarous people, it becomes in the estimation of a young wife, one of unparalleled hazard.

I was transferred to *Philadelphia,* under the command of Commodore Brainbridge. I entered as ship cooper, my wages being twenty-two dollars per month.

My wife accompanied me to Philadelphia, where our vessel was built by a donation from the ladies of that city and presented to the United States, and where she was then lying. She finally sailed from New Brunswick, and permission was granted me to spend most of my time on shore with my wife. Before sailing, I gave her three hundred dollars, and a half-pay ticket, on which she could draw every three months one-half of my wages, viz. thirty-three dollars.

2

Sailing orders were at length received from the Secretary of the Navy. The squadron was to proceed to Gibralter, and to await the orders of Commodore Preble. At the appointed hour, a farewell having previously been taken of our friends, anchors were weighed, and amid salutes and cheers from on board and on shore, our sails were spread to the wind, and we launched out upon the ocean.

The next day we lost sight of the American shore, tho' not until we had experienced some severe squalls; and on the forty-seventh day after, if my memory serves me, we arrived at Gibralter. Some of the other vessels of the squadron, having sailed from other ports, arrived before we did, among which was our flag ship. We soon afterward received orders to proceed to Syracuse, in Sicily, to take in water and to make such repairs as were needed. Having done so, we weighed anchor for Tripoli—our orders being to take, burn, sink or destroy not only the vessels of the enemy, but all vessels that might attempt to supply them.

We cruised off Tripoli until the arrival of our fire ships, and commenced operations by throwing shells into the city, and by occasionally firing guns at the fort—our shots generally being returned, but without any damage to us. With the exception of the capture of a Greek vessel that was supplying the Turks with provisions, little, however, was done until the arrival of the gun-boats. The Turks had about one hundred and fifty gun-boats and row-gallies, some of which carried two long thirty-two pounders and thirty or forty men, but they appeared much better skilled in the use of the sword and cutlass than in that of guns.

Ship number four having no carpenter, I was called upon, one day, to go on board of her and make some slight repairs. Lieutenant Somers accompanied me. The vessel at the time was lying about twenty miles from the city, and some distance from the rest of the squadron. After the repairs were made, our commander proposed, if volunteers could be raised, to run in and exchange a few shots with the Turks. There were but eighteen on board, including the commander, all of whom readily volunteered.

There was about an eight knot breeze at the time. We run in near the battery, though not within reach of their guns, and lay off and on for some time, for the purpose of decoying them out, and soon had the pleasure of seeing two boats push out toward us. Each of these boats carried 36 men and two 32 pounders.

They ventured about four miles from the battery, but being resolved, apparently, not to get farther from their friends, we opened our gun upon them. I say *gun,* for we had only men enough to work one gun at a time—a thirty-two pounder. We had two of that class on board, and when one became hot, we used the other.

The boats of the enemy were very low, and we had to take as close aim as we would for a duck. Ninety-two shots were fired without any perceptible effect; but the ninety-third struck one of the boats between wind and water, and she immediately sunk. The other then steered for the harbor. We followed her, crowding all the sail we could.

We gained upon her rapidly. When within pistol shot, our large and small guns being well loaded, we received orders to fire. The fire did tolerable execution. I had taken deliberate aim at the Tripolitan captain, but unfortunately my musket exploded, injuring my left hand to such an extent as to render the thumb and one finger useless and breaking the first joint of one of the fingers on my right hand.

By this time the boats were along side, and we had orders to board. I jumped upon the bulwarks of the enemy's boat, receiving at the same time a blow from a cutlass, on the back part of my ankle.

Sprawling upon deck, and unable to rise, I discovered the Turk from whom I had received the first injury, sitting between me and the bulwarks. He was wounded in one of his legs, and was also unable to rise.

He made a pass at my head with his cutlass, cutting through my hat and a silk handkerchief, and leaving a gash some two inches long in my head. I partly recovered, and made a thrust at him. He parried the blow, breaking about two inches from the end of my cutlass, and making another hole through the fore part of my hat.

Thinking of my pistols, I drew one of them with my left hand, shattered as it was, being obliged to use my right in defending myself. I took as good aim as I could, and was fortunate enough to give the fellow the entire contents of the pistol—one ball and three buck shot. He immediately expired.

The rest of the enemy were by this time, killed, with the exception of seven, who had jumped overboard. We took our prize in tow as soon as possible, not being then very well prepared to risk a brush with a number of gun-boats which had just put out from the battery. These boats, however, did not venture very near, as some of our own vessels had already started to our assistance.

The next day I was taken on board *Philadelphia,* and my wounds were dressed. My messmates gave me three cheers as I reached the deck, and "spliced the main brace" —in other words, treated me to an extra glass of grog. There was but one of our men wounded beside myself. He received a blow in his right hand, by which he lost the use of it.

3

Not long after the skirmish just narrated, we gave chase to a Greek vessel loaded with provisions for the enemy. After pursuing her as near the battery as we deemed it prudent, without being able to intercept her, our commander ordered *Philadelphia* to be put about.

While in the act of doing so, she most unfortunately ran upon a reef of rocks. Every attempt of the crew, on the spur of the moment, to get her off, proved fruitless.

We were out of reach of the batteries, but immediately

one hundred or more gunboats and gallies put out from the shore, and completely surrounded us.

As our vessel careened badly, the guns on one side pointing into the air, and those on the other into the water, the commodore saw that resistance was worse than useless, and surrendered at once. Here let me remark, that this misfortune is not justly attributable to Commodore Brainbridge, as this reef was not laid down on the maps and charts of the harbor with which he had been furnished.

On board *Philadelphia* were a little over three hundred souls, about twenty of whom were officers. We were immediately forced on board the Turkish gunboats, taken ashore and confined in prison. We were stripped of our clothing, and each man supplied with a frock reaching the hip, and petticoat-trowsers reaching an inch or two below the knee. We were then ironed down to the stone floor, twelve men in a room, our feet about twelve inches apart, and our hands fastened to an iron passing across our breasts, so that we could not turn our bodies on either side.

Each morning our irons were loosed, and we were taken out into the yard. The prison was surrounded by a small wall about twenty feet high, the yard containing about an acre of ground. We were permitted to remain in the yard about an hour, during which time our daily allowance of food was served to us. This consisted of a biscuit of ground beans and barley, unsifted, and weighing about five ounces, three ounces of goat's meat, and one gill of sweet oil—making one scanty meal answer for three.

This was our manner of living for the nineteen months and seven days we remained prisoners. It should be added, however, that we always had as much water as we wished, and that, too, of a superior quality. At the expiration of the hour, the Turks would march us back to the prison, iron us down, and allow us to remain in that situation until about sundown, when we were again granted an airing of some fifteen minutes' duration, after which we would retire to our night's rest, if *rest* it could be called.

After being thus confined for about two weeks, we were put to work, some at carrying bags of sand, and others drawing stone, for the completion of the wall around the city. The city is about ten miles in circumference, and is surrounded with water, with the exception of a narrow neck that connects it with the main land. At that time, the wall was complete, except about half a mile across this neck. The wall was twenty-four feet high, being thirty-six feet thick at the bottom, and eighteen at the top. On the top of the wall, cannon were mounted which could be brought to bear in any direction. In the front part of the city, were three half-moon batteries, the center one mounting one hundred and fifty pieces of cannon and three tiers of guns, and the two wings seventy-five pieces each.

From forty to fifty men constituted a team for each cart. These were awkward, clumsy vehicles, the wheels being about ten feet in diameter. The weight of the stone ranged from two to four tons, some of them being sixteen feet in length and two feet square, and were hoisted underneath the axeltree by means of a jack-screw. They were of a soft nature, and a ball would bury itself. The distance we drew them, was about three quarters of a mile. We generally drew two loads each day.

A guard of twelve Turks, armed with muskets, and six drivers provided with whips, accompanied each cart. These whips were cruel instruments. They were about the size of our heavy rawhides, the tip end being split about eight inches, and three half-hitch knots taken in each strand. The Turkish drivers seemed to take great pleasure in the severe treatment of the "Christian dogs," as they called us. When they thought we did not draw hard enough, they applied their whips with an unsparing hand.

The road was a complete bed of quick sand, in which the wheels would settle at least a foot. We worked bareheaded and bare-footed. The climate being very warm, our necks and feet were burnt to a perfect blister. Add to this the soreness of our backs from the frequent application of the whips, and the famished condition of our bodies, and the reader can form some idea of our sufferings.

4

The first view we had of our ship, was one morning while loading stone on a height of ground overlooking the harbor. We learned that she had been got off a few days after we left her—a rise of the water, caused by a heavy gale, having done what the Turks had already despaired of doing. She was then lying within half a mile of the battery, and was manned by a large number of Turks, whose colors floated aloft over *Philadelphia.* That the sight called forth tears and the most poignant reflections, it is hardly necessary to add.

Some two months after this, Lieutenant Stephen Decatur asked permission of Commodore Preble to cut out or destroy *Philadelphia.* The commodore doubted the expediency of the undertaking but finally told Decatur that if he could raise, by volunteers, the number of men required for the hazardous task, he might venture upon it.

Lieutenant Decatur soon succeeded in raising the volunteers, for whose use four long boats were provided—each boat carrying sixteen muffled oars and twenty-four men, beside officers. The first favorable night he run in and cut the cables under water, and had towed her about a quarter of a mile before the watch discovered that all was not right. They then gave the alarm that she was adrift, it being so dark that they could not discover the boats. They supposed that she had dragged her anchors, but they soon found that they were mistaken, the cables having evidently parted. The boats having pulled for the shipping when the watch first gave the alarm, and being out of sight of the Turks in the morning, it was a mystery to them how the vessel could have parted her cables, especially as the weather had not been boisterous.

Not satisfied with this attempt, Decatur made another a few days afterward; but being discovered, he was again unsuccessful. The Turks had kept a closer watch since the parting of their cables, and having a number of gunboats anchored around the vessel, Lieutenant Decatur was compelled to return to the shipping again but did not do so without being fired upon. The shots, however, did no damage.

Some time in the early part of February, 1804, about a month after these attempts, Lieutenant Decatur proposed the destruction of *Philadelphia* by the application of fire to her.

Commodore Preble reluctantly yielded his assent. Obtaining by volunteers sixty daring Yankee boys, the *Intrepid,* a schooner of about ninety tons burden that had been taken from the Greeks, was assigned him. Putting

on board twelve barrels of spirits of turpentine, spirits of wine, etc., he prepared for a final attack.

To secure a favorable issue, a skillful pilot was indispensable. Among the prisoners of war, was a Greek, to whom the name of John Marshall had been given, and who had been a pilot in the service of the Turks. Decatur promised Marshall one thousand dollars per year for life, if he would pilot him safely, and continue true to the American cause. This he agreed to do. He could talk very good English, and also understood the Turkish language.

Decatur got everything in readiness, and on the 13th day of that month set sail with as resolute and determined a crew as ever met an enemy. About 12 o'clock that night, *Intrepid* arrived within four or five miles of *Philadelphia.* But as the wind was not favorable to enable them to lay in and out, they proposed to put to sea again and return the next night. The next night arrived and with it a favorable wind.

The officers and crew were dressed in Turkish style. Thirty of them were appointed as boarders, and the remainder were to hoist the fire-works on board. The casks were in slings, and could be hoisted at a moment's warning.

About 12 o'clock, the enemy were approached within hailing distance. They hailed, asking the name of the approaching vessel. The pilot answered in the Turkish language, and named one of the Turkish vessels, of about the same size, then lying in the harbor.

He said he had parted his cables, and being afraid he should drift on to the rocks, wished them to pass him a warp and haul him alongside until morning. Not mistrusting the truth of the pilot's story, they passed a warp as desired, and *Intrepid* was soon along side.

The pilot then gave the signal for boarding, and sprang up the gunway, closely followed by Decatur, with his sword in one hand and a pistol in the other, determined to take the pilot's life at all hazards, should he prove false.

As soon as he had gained a foot-hold, Marshall knocked down the sentinel standing at the gunway. Decatur, springing forward on the fore castle, also despatched the two sentinels who stood there.

There were but fourteen Turks on deck, and those of them who did not jump overboard were soon killed. The rest were below in their berths, and were prevented from coming on deck, by guards being stationed at the hatchways. The fire-works were then hoisted on deck, the heads of the casks stove in, and the liquid poured down the different hatchways and on the deck. A match was then applied, and in a moment the deck was one sheet of flame.

The boarding party immediately jumped into their boat and shoved off, no accident having befallen them. They had not proceeded more than a mile, before *Philadelphia* blew up.

It is supposed by many, that some of the Turks must have applied fire to the magazine, as the fire from the spirits could hardly have reached it so soon, the explosion having taken place within fifteen minutes from the time the vessel was fired. The guns were all loaded, and went off from the intensity of the heat, before the explosion. She was lying broadside to the city, and the shot did some execution. One ball struck the Bashaw's palace, considerably damaging it. The number of Turks on board *Philadelphia* was about nine hundred, only about sixty or seventy of whom were saved.

On rising the next morning, the Bashaw was struck with amazement. He knew not how to retaliate, except by putting his prisoners to death. This, it afterward appeared, he dared not do.

We heard the guns and explosion from our prison, but did not know the cause. We supposed, however, that an attack had been made on the city, and that some vessel had been blown up. The next morning we were let out of our prison as usual to receive our breakfast, dinner and supper at one and the same meal, and could easily perceive by the increased harshness used toward us, that something had gone wrong with the Turks.

About 8 or 9 o'clock the next morning, we were brought out and seized up to be burnt!

Shirts, made of coarse hemp cloth, and well saturated with melted brimstone, had been provided for each man. These shirts were so stiff that they would readily stand up when placed on the ground. We were kept seized up until 4 o'clock in the afternoon, expecting every moment that fire would be applied to our combustible garments.

But our lives were saved by the commander. He threatened that if we were killed, he would not spare a life in the city—that all, high and low, old and young, should feel the retributive vengeance of the Americans. We were accordingly released, and conducted back to prison again.

During the remainder of the term of our captivity, it was easy to see that we were treated more rigorously, if possible, than before the destruction of *Philadelphia.*

A few days after that event, as I was drawing as hard as usual at the cart, one of the drivers gave me a blow over the shoulders that set quite too snugly for comfort. My frock shirt being wet with sweat, and closely adhering to my back, the blow would hardly have injured me less had my back been bare.

In the rage of the moment, I gave him a blow with my fist under his ear that brought him upon the sand. He got up, and rubbing his head, muttered some threat that I did not understand.

The next night, however, I had a very striking translation of the Turk's threat.

After being ironed down, I received one hundred and eighty-two lashes on the bottom of my feet! The next morning, there were blood blisters on my feet as large as the palm of my hand and in this condition I was obliged to resume my work in the hot sand, bare-footed. On another occasion, one of my comrades received three hundred lashes for the same offence.

So much for Turkish mercy!



TAFFRAIL TALK

NEARLY everybody reads ALL HANDS.

Now its Mr. J. L. B. Jones. Mr. Jones, it seems, is a native of Cape Town, South Africa, and was much taken with the U. S. Navy when two ships of the fleet came to visit Cape Town last October (See ALL HANDS, February 1949, p. 3).

To learn more about it he got ahold of a copy of the magazine, read it through and liked it.

"I am going to approach the Superintendent of Documents for further copies," he writes, "and I have further resolved to visit your country at the very earliest opportunity to learn more of your distinct way of life, so very American."

★ ★ ★

It's getting so a fellow has to be extra-careful who he's tapping on the shoulder these days.

The captain of a transport, taking a turn about the deck on a recent cruise, looked into the radio shop and noticed a sailor in



dungarees facing the other way, tinkering with one of the circuits.

The captain stepped in and tapped the sailor on the shoulder. "Son, you need a haircut," he said.

Come to find out the haircut was strictly according to the books. Like all Waves, Patricia Tyrol, TE1, is allowed to wear it that way.

★ ★ ★

Few people know as many angles as recruiters, and one of the better fenaglers is A. B. Barclay, Jr. YNC, USN recruiter in Long Island, New York:

"Recently I've been selling a young neighbor on the Navy as a career. He was at the time a sergeant in the National Guard and being rushed by the Army and Air Force for the same reason. Therefore I felt the usual selling points wouldn't be applicable, as in general financial security, retirement, etc., as offered by all the services.

"So I dropped off a year's copies of ALL HANDS at the boy's home for him to look over. Three nights later he called on me, with three National Guardsmen in tow, for some information. The following day they all applied for enlistment at the Navy Recruiting Substation in Paterson, N. J. . . ."

Shortly thereafter, three new faces went through the paces at Great Lakes.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Deportment Bulletin.

● AT RIGHT: This excellent aerial view of USS *Kearsarge* (CV 33) was taken from the ship's helicopter during personnel inspection while enroute up the Delaware river to Philadelphia during a Naval Reserve cruise.



TOPSIDE
AND
TOPNOTCH

PLAY TO WIN!

You can make the most of your Navy career if you keep up with opportunities through a personal subscription to *ALL HANDS*



HERE'S HOW: Send check or money order for $2.00 for one year's subscription to the Superintendent of Documents, Government Printing Office, Washington 25, D. C. Check or money order should be made payable to the Superintendent of Documents.

D203.5:51
21 Nov 49

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended for 10 readers. All should see it as soon as possible.
PASS THIS COPY ALONG

OCTOBER 1949





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

OCTOBER 1949 Navpers-O NUMBER 392

REAR ADMIRAL JOHN W. ROPER, USN
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

	Page
Ordnance Gear Shaken Well Before Use	2
The Word	4
Dry-Land DE	6
Weather Sleuths Hunt the Hurricanes	8
Camid Co-operation	13
Mediterranean Maneuvers	15
Medical Research on a Sea of Sand	16
Everybody Wants to Get in the Game	18
Navy Sports Roundup	20
EMs Earning Reserve Commissions	23
Letters to the Editor	27
Today's Navy	32
Servicescope: News of Other Armed Services	40
Bulletin Board	42
Latest Shore Duty Eligibility List	42
Armed Forces Information School	46
You Can Further Your Education	48
200 EMs to Be Midshipmen	53
Legislative Summary	54
Directives in Brief	57
Books: Fact and Fantasy for October	58
Book Supplement: *Shipwrecked*	59
Taffrail Talk	64

• FRONT COVER: Mail call and a letter from home bring delighted expressions to the faces of (left to right) Darrell V. Porter, SN, USN; William Conners, SN, USN, and Philip R. Finger, GM3, USN.—*All Hands* photo by Walter G. Seewald.

• AT LEFT: The destroyer USS *Vogelgesang* (DD 862) comes alongside USS *Kearsarge* (CV 33) to drop off Admiral W. H. P. Blandy, CincLant, for a short visit to *Kearsarge*. Photo was taken during Naval Reserve cruise to Halifax, Nova Scotia.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photographs unless otherwise designated.

This Gear Is Shaken Well



DID YOU EVER watch a plane whisk off a ship's catapult – stepping up from zero speed to 90 knots in just a few feet?

Think *that's* acceleration – ?

Ever see a carrier's arresting cable bring one to a halt within the wink of an eye?

Think that's *de*celeration?

Ever stand over an off-balance propeller in a fast boat?

Think that's *vibration?*

Brother, you haven't seen anything! Nothing, that is, compared to what the Naval Ordnance Laboratory's mechanical evaluation division produces.

For instance, they're building a contraption called a rough-handling tester. The idea of the thing is to shake up live-loaded fuzes like they'll never be shaken again. The machine will jolt the attached fuze in 1,024 different directions at the rate of approximately one jolt per second. Betwen jolts, the fuze will be jerked backward, pushed forward, spun end-for-end and raised and lowered – all violently. The purpose of all this thrashing around will be to find any unsafe fuze conditions that might cause firing under rough handling in service. The fuzes will be set in the "unarmed" condition.

This machine is shaping up at NOL's big new layout at White Oak, Md., a few miles north of Washington, D. C. When this was written, much of NOL's shock testing equipment was still located at the Naval Gun Factory in Washington. That's where their four air guns were, although they may also be out at White Oak by the time you read this. Wherever they are, these air guns are quite an affair. ALL HANDS carried a paragraph about them in Here's Your Navy in March 1949, but a paragraph isn't half enough.

Before looking at the air guns themselves, let's look at the reason for having them.

Now, take a mine. Often, mines are dropped from planes. They fall through the air, picking up speed as they descend. Then they hit the water. All of a sudden they slow down a lot, giving their contents a jolt. Then in the next few seconds they slow down a lot more, but they don't slow down as rapidly as they did at first.

Suppose a new type of mine is developed, or a new type of fuze for mines. Are these new developments going to put up with all this jolting, or are they going to go hay-wire?

The Navy *could* take mines containing the newly designed parts and fly them out and drop 'em in the drink. Then they would have to be retrieved by boat and shipped back to the Naval Ordnance Laboratory where experts could take them apart to see how they fared in the experiment. But that would require a lot of work and expense. So – they have these air guns that can simulate the motion of a dropped mine and a lot of other things. That way, they can put ordnance components through all conceivable stresses and strains without ever going outside the shop.

Supposing somebody developed a



Before Use

new gyroscope to go in a guided missile. Naturally, it would be necessary to know whether the gyro would hold together under the *acceleration* of a guided missile. This would be another tailor-made job for an air gun.

The first thing the NOL scientists would do would be to bolt the gyro into a sort of piston affair — maybe the piston out of the 15-inch air gun. (They have four air guns — the five-inch, the 5.6-inch, the 15-inch and the 21-inch.) The piston, then, would be inserted into the muzzle. The muzzle cover would be bolted shut, and the piston would be shoved gently back to the breech by compressed air. Near the breech it would be latched, ready for "firing."

Now air pressure would be forced into the breech area of the gun, behind the piston. The 15-incher is good for pressures up to 1,000 p.s.i. At 1,000 pounds per square inch, the pressure on the entire end of the piston is more than 173,000 pounds. Obviously, when the piston is released it takes off in a hurry. It takes off faster than a scared jack rabbit ever did —— even faster, in fact, than the plane on the catapult.

Within a dozen feet or so, the 65-pound piston with its attached test specimen is going more than 300 miles per hour — and this is a relatively low-speed gun. The five-incher can provide a breech pressure of 15,000 p.s.i.! It is computed that the piston would attain a speed of 750 miles per hour if this gun were ever used at full pressure.

Why doesn't the piston and its test specimen go out through the muzzle door and half way across the District of Columbia? Because air stops it in much the same way as it started it. Air trapped in front of the piston starts slowing it down just as soon as it reaches peak velocity. Before the piston reaches the end of the barrel extension, it stops and starts back again. It may shoot back and forth several times before it finally settles down. These oscillations are so mild, compared with the starting thrust, that they are of little importance.

The five-inch air gun is really a modified five-inch "shootin' a'rn" with an extension bolted onto the muzzle. The other four were built as air guns from the ground up. The 21-incher employs some ordnance equipment in its makeup, though, with a torpedo-tube door on its muzzle. That "Big Bertha" has a barrel more than 90 feet long and can handle a test object weighing 200 pounds.

A couple other types of NOL material-punishers are centrifuges and various drop testers. Centrifuges put great strain on objects by whirling them rapidly around a circle. Drop testers jolt the daylight out of things by having them attached to a "carriage" which is dropped on an "anvil." Sometimes the sudden stop is made slightly less sudden by cushioning with lead or with springs.

Actual drop tests at NOL can be performed from heights up to 40 feet. There is a device for use in the 15-inch air gun, however, that gives the effect of a drop from heights up to 1,200 feet. (See ALL HANDS, March 1949, p. 7.)

In the new laboratories at White Oak, NOL scientists have something else in the line of testing equipment. These are vibrators — two kinds of them: mechanical and electronic. Most of these are approximately the size of a card table and have the machinery underneath.

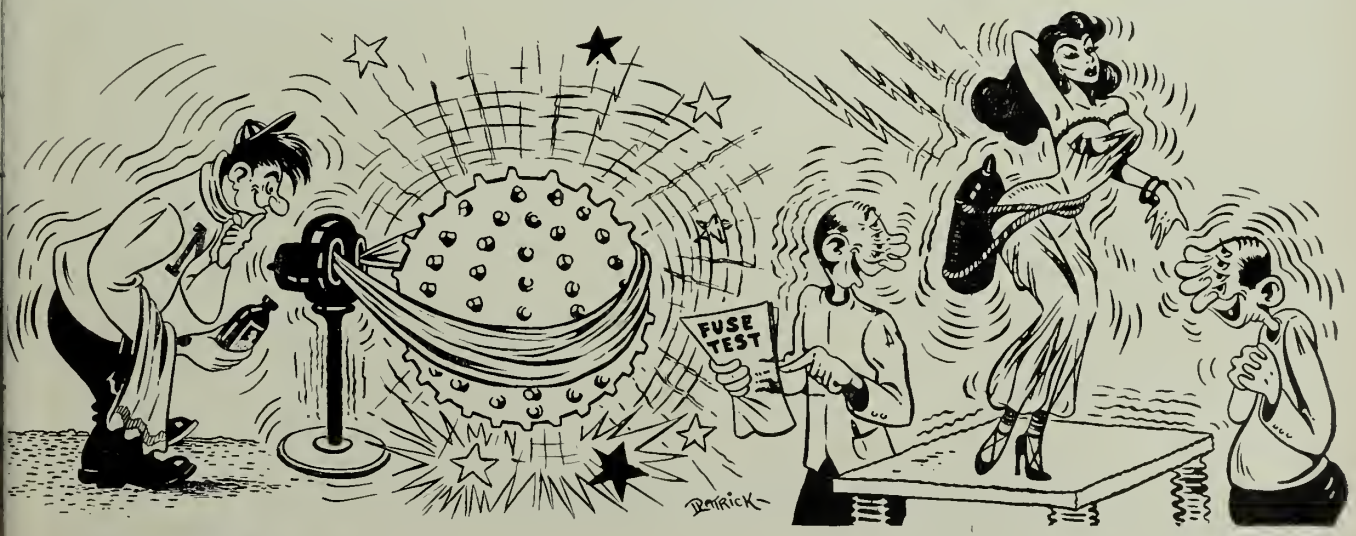
The electronic vibrators shake the fastest. Some of them can produce as many as 20,000 movements per second. If a person puts his hand on an object which is shaking that fast, he can't feel any motion at all. The human nervous system is unable to keep up with it. Also, the sound created by such rapid wiggling goes past the range of human reception. The ears can't pick it up, because the soundwaves are too frequent.

Some of NOL's vibrating machines have little wooden sheds built around them for "climate control." Inside these sheds one is likely to find any type of weather, from that of Yucatan to that of Little America.

"We're able to reproduce the conditions to which material may be subjected under any circumstances," one NOL scientist said. "I suppose, if we wanted to, we could reproduce the conditions of travel by dog sled."

The NOL people and their machines can undoubtedly do it. They can — and do — reproduce the motion of a torpedo jumping out of the water and in again. They can even make a fuze think it has struck the water and later the deck of a submarine.

When the Naval Ordnance Laboratory puts its stamp of approval on a piece of ordnance equipment, the equipment can be depended on to hang together until it is *supposed* to go to pieces. Then it can be depended on to go to pieces with a vengeance.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• NEW UNIFORM — Adoption of the new enlisted men's dress blue uniform (not including chiefs) has been authorized for wear on 1 July 1952. Between that date and 1 July 1954, wearing of the present style uniform will be optional.

A conventional zippered fly, hip and side pockets on the trousers, and coat styled sleeves on the dress blue jumper will be the new features of the future bluejacket garb. (See ALL HANDS, May 1948, p. 33.)

Basic style of the Navy enlisted man's uniform has been the same since the Navy began. There have been minor changes but only three major design alterations.

The first was the authorization of rating badges in 1886. Next was the elimination of the drop front on white trousers, and the third — the dress blue garb that will make its debut in 1952.

Contrary to a popular belief among some sailors, the dress white jumper has not been abolished. Wearing of the jumper (white, with blue collar and cuffs) was temporarily discontinued shortly before the start of World War II and has not, as yet, been authorized since that time.

• SHELLBACKS — The big shoulder of BuPers is no longer available for crying on about lost Shellback certificates. It won't help any more.

If you lose the original, you no longer can obtain a duplicate from BuPers showing you crossed the Equator to qualify as a Shellback, or you cruised beyond the Arctic Circle to become a Blue Nose, or you hied over the International Date Line and defied the Golden Dragon in his own realm.

BuPers had to suspend its previous service of hunting through stocks of papers to provide duplicate certificates. The large number of incomplete records on the subject and the closing down of ship's personnel offices as vessels join the Reserve fleets made it necessary.

So if you lose that all-important piece of paper and the card that goes with it, your brother Shellbacks will be all too happy to put the whammy on you again. That's the only way you can obtain replacement.

HOW DID IT START

Oars

The use of oars as a means of propelling vessels is believed to have originated in the Mediterranean area.

Historians say that rowing was first practiced on the Nile. Boats with oars are represented in the earliest pictorial monuments of Egypt, and although some crews are paddling with their faces towards the bow, others are rowing with their faces towards the stern.

That paddling is the older practice is indicated in the hieroglyphs, the characters in the picture writing of the Egyptians of the earliest ages. One of the characters depicts two arms grasping an oar in the attitude of paddling.

The comparatively tranquil waters of the eastern Mediterranean as well as the ready availability of coasts and islands for shelter in case of storm no doubt contributed to the wide use of oars in the ancient ships. On the other hand, the Atlantic and the North Sea where winds are more prevalent, where seas run higher and where the shore is often a danger rather than a refuge, provided the best climate for the development of the sailing ship.



• TRANSFER REQUESTS — Because of two conflicting regulations appearing in the BuPers Manual on the subject of submitting requests for transfer to the Fleet Reserve, BuPers has authorized ALL HANDS to publish the following clarification pending a correction to its manual.

Article C-10322, BuPers Manual, states that requests for transfer to the Fleet Reserve may be submitted not more than six months prior to the effective date that transfer is desired.

Article H-9404, BuPers Manual, states that requests for transfer to the Fleet Reserve may be submitted not more than one year prior to the effective date transfer is desired.

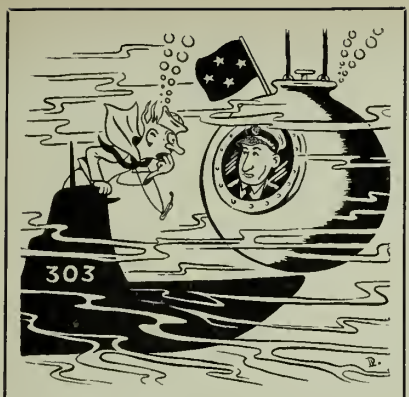
Until a correction to the Manual changes these two articles to agree, BuPers is giving the benefit of doubt to the man requesting transfer to the Fleet Reserve — in other words, is accepting requests based on either authority, and will approve both those submitted one year in advance of the date transfer is desired as well as those submitted six months in advance of the date transfer is desired.

Another point BuPers would like to clarify is that while personnel transferring to the Fleet Reserve may submit requests for duty in their home naval district for their last six months of active duty, it does not mean the request will be automatically approved. The Bureau is required to detail rates to authorized billets and in many cases these billets are already filled from the shore duty eligibility list. Whether or not the prospective Fleet Reservist is actually ordered to his home naval district for his last six months of active duty depends upon the needs of the service.

BuPers received correspondence on this subject following a "Letter to the Editor" on page 29 of the August 1949 issue of ALL HANDS.

• MARKS CARD — Enlisted personnel now are getting their quarterly marks recorded on a new type marks card. This new card replaces the marks card (NavPers 618 Revised 4-45) which has been used since 1945. It is being issued to allow personnel to be marked as required by the new rules on marking contained in Article C-7821 of BuPers Manual, 1948. (See ALL HANDS, August 1949, p. 46-47),

Designated NavPers 618, Rev. 6-49, the new marks cards contain a section entitled "Navy Job Classifica-



Admiral Piped Aboard Sub — 132 Feet Under Water

One of the oddest "piping aboard" ceremonies in naval history took place off the coast of Connecticut. Admiral W. H. P. Blandy, USN, Commander - in - Chief, U. S. Atlantic Fleet, was trilled aboard USS *Sablefish* (SS 303) — 132 feet under water!

Admiral Blandy rode a rescue diving bell down to *Sablefish*, resting on the bottom of Rock Island Sound, during submarine rescue exercises. The admiral got a fish-eye view of the operation of the diving bell and boarded the submarine 22 fathoms under the surface — without even dampening his uniform.

The rescue training operation was one of the exercises viewed by Admiral Blandy during his annual inspection tour of Atlantic Fleet commands.

tion Code." In this section of the card will be entered (at the same time marks are entered) the man's latest job classification code. Division or other officers responsible for marking personnel will review each man's job code at the time of assigning proficiency marks, revising or changing his job code as necessary.

Marks recorded on the new marks card will also be entered on page 5A-5B of the enlisted service record as has been done in the past.

Stocks of the new cards must be requisitioned from the nearest district printing and publication office, as no initial distribution of these forms will be made to ships and stations. Old marks cards (NavPers 618, Rev. 4-45) will be destroyed on receipt of requisitioned stocks of new marks cards (NavPers 618, Rev. 6-49).

• **SHORE DUTY** — Enlisted personnel on the Bureau of Naval Personnel Shore Duty Eligibility list are reminded to keep BuPers informed of any change in address, rating, or choices for shore duty.

When a man's name reached the top of the list, a set of orders is sent to him as quickly as possible — at his last available address. A change in address, rating, or choices for shore duty, not reported *immediately* to BuPers, will make the man a "victim of circumstances," by causing unnecessary delay in sending out orders for shore duty.

It is not necessary to resubmit a request for shore duty when reporting change of address, rating, or choices for shore duty. It is not possible to find out how you stand on the list by writing BuPers. Just keep BuPers up to date on any changes in your status — then sit back and wait until your orders arrive.

Address your card, letter, or information to: Chief of Naval Personnel (Attn: Pers-6305), Navy Department, Washington 25, D. C.

• **AIR SAFETY** — "Approximately 75 per cent of all aircraft accidents are attributable to pilot error . . . pilots found guilty of breaches of safety regulations such as low stunting or 'flat-hatting' over residential areas or buzzing commercial planes are subject to strictest discipline."

This is the theme of a stern reminder dispatched to all naval air commands by the Chief of Naval Operations.

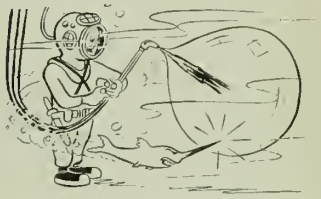
The message, originally issued by ComAirPac to his pilots, was readdressed to all naval air commands by CNO, with instructions to have all aviators on active duty refresh themselves on the Navys aviation safety rules.

The dispatch pointed out that existing safety regulations are adequate and that the individual pilot is responsible for observing these directives to prevent loss of life and damage to public property. The message stated that flight safety must be continuously stressed in all echelons of command.

"The casual remark that, 'this would never happen to me' is not acceptable as an excuse for taking chances," the dispatch read in part. It stated that a fine sense of judgment plus well-ordered air discipline in carrying out safety directives will improve combat efficiency.

HERE'S YOUR NAVY

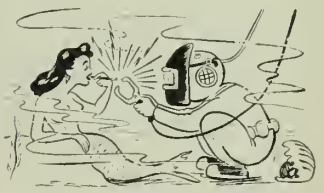
In wartime harbor clearing, Navy divers use a number of fascinating means for cutting submerged steel. One—which is now outmoded and fast disappearing—is the oxy-



hydrogen torch. This "gas torch" is distinguished from a top-side cutting torch mainly by a third supply hose. This furnishes compressed air to form a bubble in which the flame can burn.

★ ★ ★

A newer and more efficient cutting tool is the oxy-electric torch. This modern instrument employs a hollow, coated, steel electrode. An electric arc is formed between the



electrode's end and the steel being cut. High-pressure oxygen passes through the electrode's interior and ejects into the incadescent arc area, causing the steel to oxydize furiously.

★ ★ ★

An even faster means of separating submerged steel members is through the use of "shaped charges." Scientifically designed units of high explosive are placed where the "cut" is desired. The



diver ascends and the charge is set off by electricity. A special wedge-like length of a shaped charge can separate a deck and bulkhead neatly with little disturbance elsewhere.

Dry-Land DE



ONE of the strangest ships in the Navy — if not *the* strangest ship — is the craft designated TDE 1, based at San Diego.

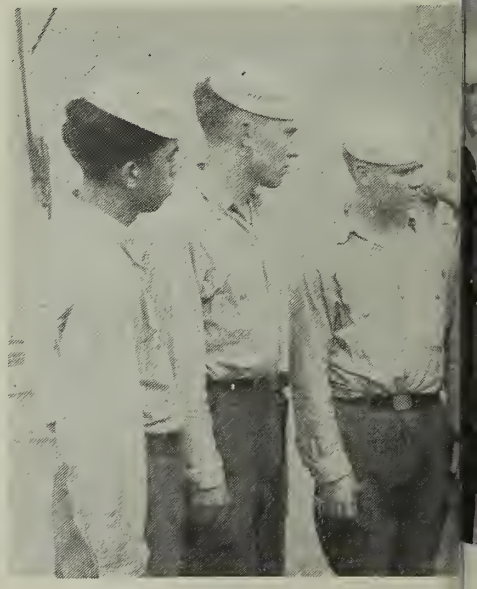
TDE 1 looks like a destroyer escort. She has a mast, some armament, lifelines, port holes, a capstan, anchor chains, an anchor, and the letters "TDE 1" are painted on the bows in a very nautical manner. But the thing that makes TDE 1 unique among active Navy ships is this:

She won't float.

TDE 1, also known as USS *Recruit*, is strictly a dry-land ship. She is located on Naval Training Center property at San Diego, Calif., and is used to familiarize recruits with deck seamanship and shipboard routine. Classrooms are located below decks.

The public was invited aboard to attend commissioning ceremonies not long ago, when USS *Recruit* went into active service. The motionless "ship" has a full-fledged CO and executive officer.



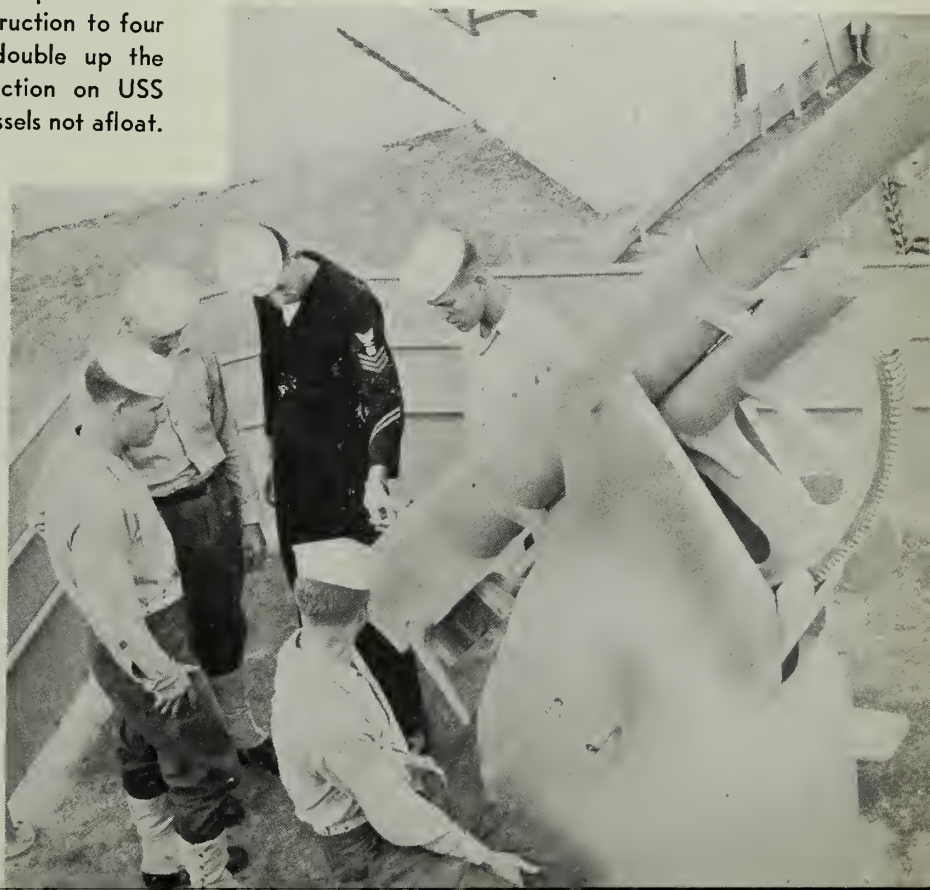






COMMISSIONING ceremonies for USS *Recruit* are held at NTC San Diego (top left). Above: Recruits get the word on anchor detail. Top right: Anchor and most other fittings on *Recruit* are made of wood. Lower right: Dummy AA gun is used to give training in ordnance nomenclature. Lower center: Hoisting the speed cone. Experienced salt gives signal bridge instruction to four seaman recruits. Lower left: 'Boots' double up the quarter springs during mooring instruction on USS *Recruit* (TDE-1)—one of the strangest vessels not afloat.





Weather Sleuths Hunt the Hurricanes

A FOUR-ENGINE landplane — a Navy PB4Y-2 — lifted into the air at Roosevelt Roads, Puerto Rico, and headed to sea. A buffeting wind rumbled out of the east and rain swept across the troubled water in sheets. This weather would bear investigation, for if a real tropical blow was brewing, the earlier the better for finding out about it.

An hour ago, the plane commander had received the following message from the Navy Hurricane Weather Central at Miami, Florida:

TAKE OFF AT 1030Z TO INVESTIGATE STRONG EASTERLY WAVE LOCATED 16 NORTH 73 WEST AT 0900Z X LOAD ENOUGH FUEL TO SEARCH ALONG TROUGH LINE FOR EVIDENCE OF CLOSED CIRCULATION X DEVIATE AT WILL X ACKNOWLEDGE

Inside the plane now — surrounded by the tempestous weather, but still snugly protected from it — were such wondrous instruments as a radio altimeter, a highly sensitive aneroid barometer, a psychrometer and a radar camera. Inside it, too, were some of the country's most seasoned weather chasers. One of these was an officer found in no other plane crew, a flight aerologist. Upon his knowledge and judgment the success of the mission largely depended.

Ashore at San Juan, at the same time, meteorologists were poring over the latest surface charts of the U. S. mainland and the Atlantic and Caribbean. "Ah, yes — a closed low south of Jamaica. . . . Too, Swan Island is reporting rapidly increasing microseismic amplitude. . . ." Anxiously the weather sleuths discussed their deductions as they awaited a report from the reconnaissance plane.

Storm Dangers Lessened By Constant Vigilance Of Navy Weather Central

And a report was not long in coming. It was a well developed tropical storm, the message revealed. There was a "closed circulation," with forty-knot winds chasing tails around a central point. The wind speed had not yet reached the 65-knot velocity which would classify it as a hurricane, but there was every indication that it would.

At the Joint Hurricane Warning Center in Miami there was a hurried conference. Navy, Air Force, and Weather Bureau hurricane officers reached agreement on the position, intensity, and probable movement of the storm. That afternoon a message went out from the Navy Hurricane Weather Central at Miami, Fla., to all Naval activities concerned with hurricane or destructive storm warnings:

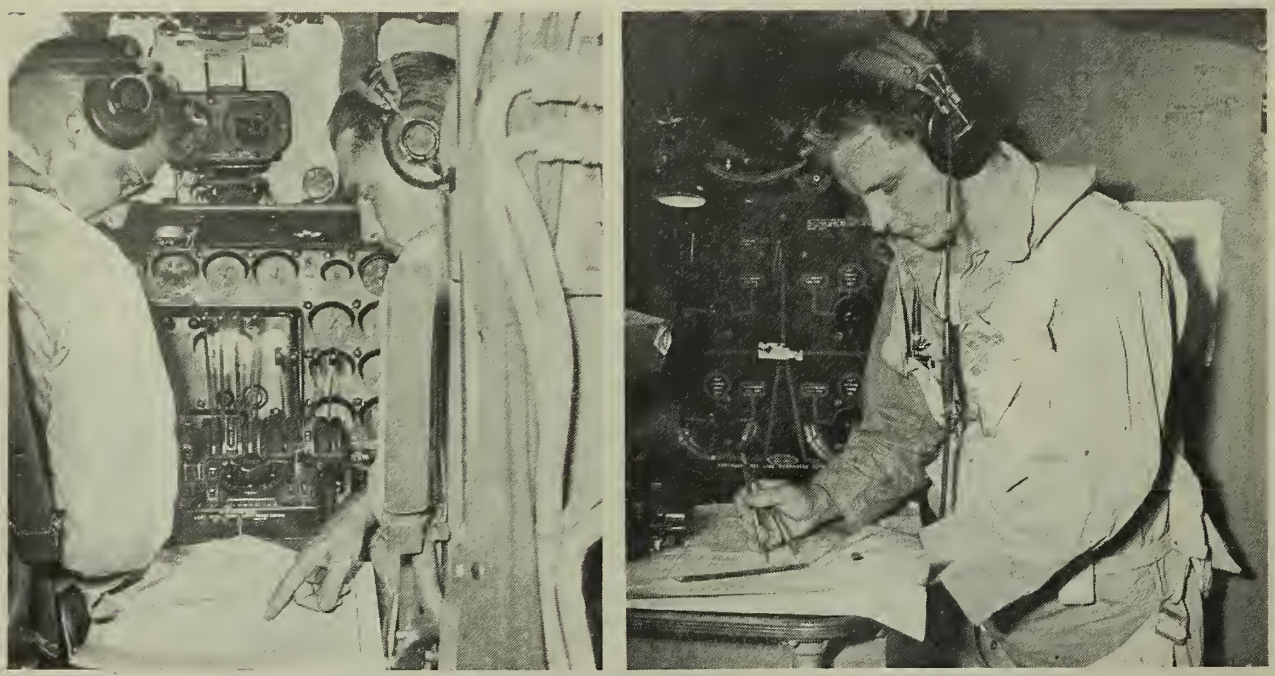
WARNING NUMBER ONE X TROPICAL STORM CENTERED SIXTEEN DEGREES NORTH SEVENTY-FOUR DEGREES WEST AT 1630Z MOVING WNW AT EIGHT KNOTS ATTENDED BY WINDS NEAR FIFTY KNOTS X MOVEMENT TO WNW WITH INTENSIFICATION TO HURRICANE FORCE EXPECTED DURING THE NEXT TWELVE HOURS

At sea a Navy destroyer and a Brazilian freighter altered their courses. In Palm Beach, Miami, Key West, New Orleans and Galveston, afternoon newspapers carried a paragraph near the weather forecast, giving the weather bureau's first advisory on the storm.

That evening another message went out from the Navy Hurricane Weather Central to Commander, Operational Development Force:

REQUEST TWO PB1-W PLANES BE MADE AVAILABLE IN MIAMI FOR TRACKING STORM X FIRST SEARCH TAKEOFF FROM MIAMI NEAR 0730 TOMORROW

Meanwhile, a steadily dropping barometer and a further increase in microseismic amplitude readings at



CHARTS are studied carefully by pilots (left and navigator (right) prior to flying giant plane to hurricane's center.

Swan Island near the coast of Yucatan made it fairly certain that the storm was developing into a hurricane. Storm warnings were hoisted from Miami south to the storm area. Warnings were issued against high winds in western Cuba and the Florida straits, with their arrival estimated at 48 to 72 hours in the future. Naval activities in the Key West area prepared to evacuate aircraft, submarines and destroyers.

Early the next morning another PB4Y-2 roared out of Miami, heading southward. The storm by now had moved out of range of the Hurricane Squadron detachment in Puerto Rico, and would hereafter be tracked directly form the squadron's home base in Miami.

As the aircraft climbs over Biscayne Bay, let's pretend we are aboard it. . . .

The pastel-colored towers and mansions of Miami fade behind us as we wing out over the bay. Soon the northernmost of the Florida keys is below us to the right and we can see the Overseas Highway sweeping off to the southwestward. We climb as we cross the empty Gulf Stream, then far below us we see the sun-beaten towns and cane fields of Cuba. Sea again, and we drop from 10,000 feet down to 800 to get below a low cloud layer. The storm is close.

The sea is rough below us, and we can plainly see the wind streaks on its surface. Although we are still an estimated 100 miles from the storm's center, surface conditions and drift meter readings indicate a 40-knot wind. Turbulence still is not severe, but rain begins to fall, varying from a drizzle to a torrent.

We veer to the southwest for awhile, then southward and eastward as we fly out into quieter weather. Can this be all there is to weather reconnaissance? Oh, no. We are turning to the left now. The pilot is maneuvering to approach the storm center from the port quarter — the "left rear quadrant," in weather talk. Now again we enter the thick of things.

Since our last turn, the wind is on our plane's own port quarter. Thus, we are traveling with the counter-clockwise circle of the vast whirlwind, and at the same time edging in toward its center. Now the waves and troughs are awe-inspiring below us and their tops are whipped away in a flat white layer of spray.



CENTER of activity when the barometer drops and microseismic amplitudes soar is Navy Hurricane Weather Central at Master Field, NAS Miami.

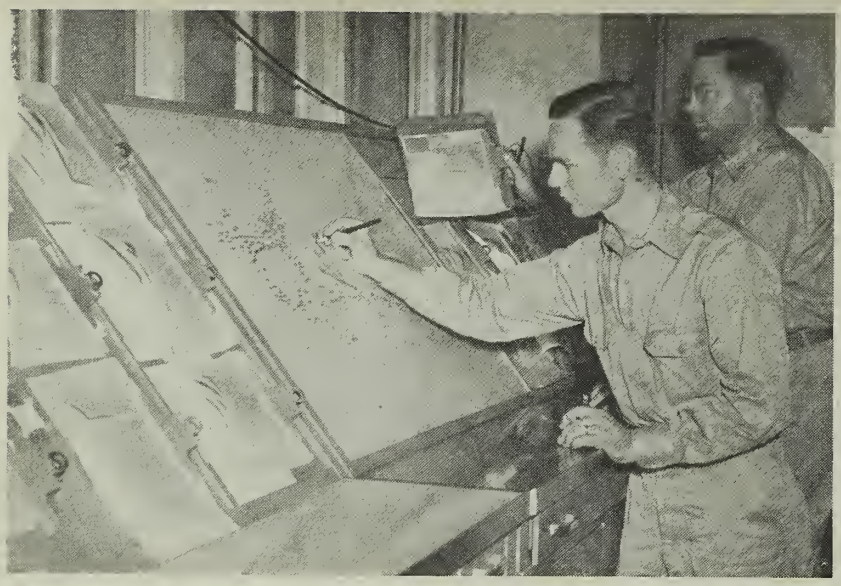
Concentrating on his controls and his screen as he braces himself against the plane's jouncing, the radar operator fails to note the pilot's inquiring look. Soon, however, he has news. The eye, or dead center, of the storm is visible — distant about 20 miles, bearing 315 degrees relative. The radar operator "talks" the pilot inward toward the eye, taking constant readings. Navigation is almost impossible now. Air turbulance is shaking the plane so that it is impossible to read a drift meter — even though the instrument is gyro stabilized. Loran would be good if there were stations operating in the Caribbean which would provide a good "fix."

Now the eye is very close, and unless the pilot wishes to enter into it one-wing-first, he had better change course. If he *should* edge into it diagonally, we might all be tossed about like dice in a cup. No — he's turning. Suddenly there are a series of hard jolts and the plane bursts into the hurricane's core.

Now the air is perfectly smooth. High above the plane is a layer of cirro-stratus clouds, through which



STORM DATA are received by teletype from sources throughout Caribbean area. These data can provide an over-all picture of hurricane's development.



AIR FORCE personnel, working in conjunction with Navy hurricane hunters, plot the storm's progress on a chart at Joint Hurricane Weather Central.

the sun shows like a round white ball. Below, the seas are confused and broken. We are under a pale, translucent, inverted bowl, about a dozen miles in diameter.

At this time, as ever since we first sighted the storm, we are sending out radio messages to the Weather Central in Miami. And now, as we circle inside the hurricane's eye and compile innformation here's what is happening elsewhere.

Navy Hurricane Weather Central has been busily evaluating the information we've been sending it and passing it on to the Air Force and weather bureau hurricane offices. After agreement is reached, the second advisory is released:

WARNING NUMBER TWO X NAVY RECONNAISSANCE CENTERS STORM AT NINETEEN DEGREES THIRTY MINUTES NORTH EIGHTY-TWO DEGREES WEST MOVING NW AT 11 KNOTS ATTENDED BY WINDS OF 110 KNOTS WITHIN 35 MILES OF CENTER AND 65 KNOTS WITHIN 70 MILES OF CENTER X INDICATIONS ARE THAT STORM WILL CONTINUE NW MOVEMENT FOR NEXT 12 HOURS WITH A SLOW CURVE TO A MORE NORTHERLY DIRECTION AFTER THAT.

The Weather Bureau has incorporated the same information into its own release and has notified newspapers and radio stations. Radio stations are issuing quarter-hourly bulletions and afternoon newspapers are reshuffling their front page layouts. The hurricane is now front page news with a diagram showing where the storm's current course will probably take it — across Cuba, across the keys, and perhaps the lower Florida peninsula if the veer to the right continues.

Everywhere in the hurricane's possible path people are methodically battening down their hatches. There is no rush, no panic. There's time to spare. Planes — military and private — are flown to safety or put in hangars; awnings come down, shutters go up; campers, sportsmen, dwellers of lakeside lowlands travel to a place of security; poultry, live stock and harvested fruit are taken to sanctuary.

Back over the Caribbean, our reconnaissance plane is completing its task. Trained weather observers have compiled information of immeasureable value. The storm's magnitude, characteristics and speed are known as well as complex instruments and practiced eyes can appraise them. Landsmen and mariners alike are warned as far as radio and newspapers can warn them. Wherever its course may take it now, this hurricane will be no nameless blind terror such as killed thousands of unwarned people at a blow in years past.



AEROLOGICAL officer studies the pressure pattern while enroute to the center of the raging hurricane.

Our plane is roomy, and only the pilot and copilot are not free to move about. Still, each of us feels the strain of tense hours as we fight our way back out through the wall of thudding wind. We shall have been out a long time by the time we again set down at Miami — 10 hours or more, much of it in the toughest flying weather known to man.

As we break out into clear weather, an Air Force RB-29 weather plane is headed toward the storm from its home base in Bermuda to take over where we left off. Like most other potential killers, this hurricane — and every hurricane threatening the U. S. east coast — is being shadowed with every means available.

They weren't always shadowed, though. In September 1938 a hurricane made an unannounced attack on the Atlantic coast from the Carolinas to Maine. Eleven hundred people were injured or killed, and property damage has been estimated at $300,000,000. In 1900, a hurricane devasted Galveston, Texas, taking more than 6,000 lives; later, others struck elsewhere — usually if not always taking the populace by surprise and causing untold suffering that could have been prevented with sufficient warning.

Then, during World War II, even less hurricane tracking information than before was available. All merchant shipping was taken over by the Navy and all ships were directed to maintain radio silence. Also, weather reports from aircraft were almost nonexistant.

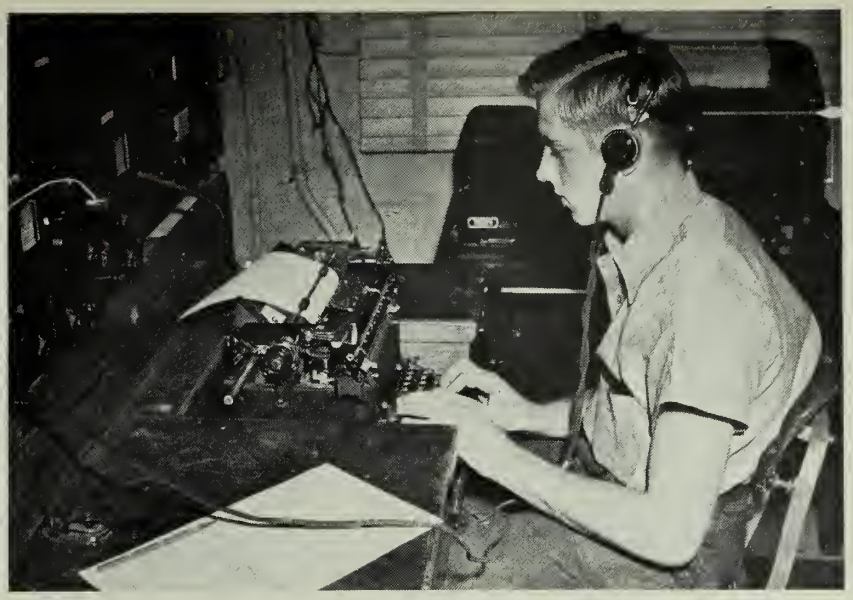
The complete absence of ship reports — and security regulations placed on all weather information required full cooperation on the part of the Army, Navy and the Weather Bureau. All information had to be pooled to permit locating, tracking and forecasting tropical hurricanes. Warnings and advisories had to be

accurate, timely and issued simultaneously by the three services to prevent confusion and unnecessary delays.

In order to accomplish these aims the Navy, Army and Weather Bureau agreed to establish a Joint Hurricane Weather Central at Miami in 1943. Accordingly, the Weather Bureau Hurricane Forecast Center at Jacksonville, Fla., was transferred to Miami. The Army Air Forces and the Navy each assigned liaison personnel to the Miami central. The Navy unit, consisting of two officers and 10 enlisted men, was attached to the Headquarters of Commander, Gulf Sea Frontier.

Experience gained in 1943 showed the need for improved organization, and this was brought about in part during the following year. Comprehensive regulations for assigning responsibility and for coordinating warnings were issued, and improved warning service was realized. Still, the hurricane tracking profession was in its diaper-and-bootee stage. As no special aircraft weather reconnaissance unit existed, it was frequently necessary to request special flights from other commands. And, while all commands complied promptly with requests for flights, the results were not always entirely satisfactory, due to communication delays, and lack of specialized equipment and training.

Preliminary organization of Naval Weather Reconnaissance squadrons took place at Camp Kearny, Calif., during the end of 1945 and the early part of 1946. A training syllabus for all pilots, navigators, aerologists, radiomen, radarmen, mechs and photographers in the squadrons was developed.



INFORMATION radioed back from plane battling hurricane is recorded at Weather Central for study and evaluation by Navy aerological experts.

In 1945 and 1946, additional changes and improvements were made. The Navy unit remained attached to the headquarters of Commander, Gulf Sea Frontier until June 1946, when it was attached to Commander, Eastern Sea Frontier and organized as part of an Eastern Sea Frontier Task Unit. The CO, NAS Miami, was assigned as the task unit commander. The Navy Hurricane Weather Central was located — as it still is — at Master Field, NAS Miami. Again new directives were issued by the Chief of Naval Operations dealing with the responsibilities and means for issuing hurricane and storm warnings.

During these years too, the use of seismographs for hurricane tracking was developed by the Navy. This system consists essentially of picking up minute earth vibrations caused by violent storms on the ocean through the use of super-sensitive seismographs, and obtaining bearings on their source.

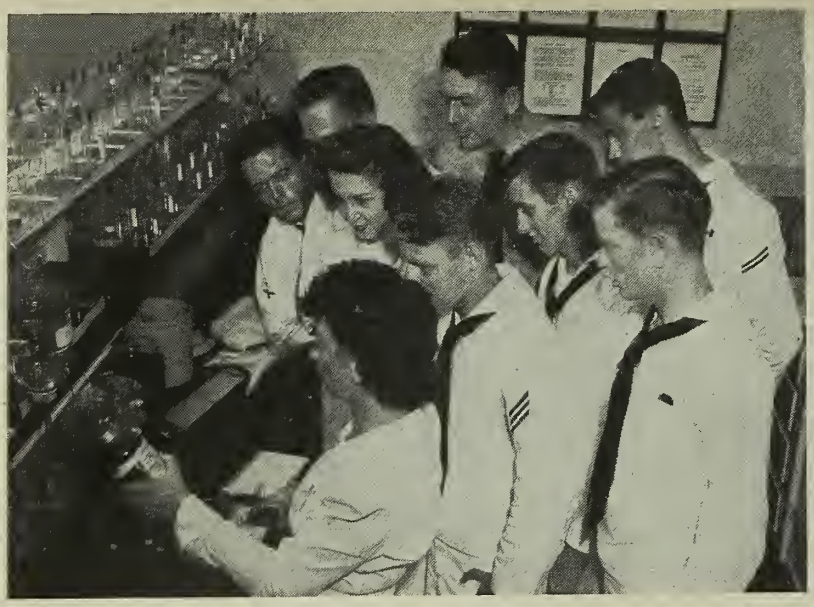
In 1947 considerable work was done in tracking hurricanes by long range radar.

PB1-W radar planes from Navy Development Squadron Four (VX-4) were used in two hurricanes which passed over Miami and one which passed near Bermuda. In the hurricane of 11-19 September, these planes proved of special value. They first tracked the storm on the night of the 15th, and again on the 16th. Since this was the critical stage of curvature for this hurricane, the position reports were of unusual value. The planes operated at night, when regular reconnaissance planes were not effective.

In general the positions obtained by the VX-4 planes are very accurate. The main flaw in this type of report is that there is no estimate of the



PERIODICAL advisories based on information compiled by the country's foremost weather chasers are incorporated into Weather Bureau releases.



REAL CITIZENS—Hurricane hunting squadron VP-23 at NAS Miami has been praised by local civilian blood bank as our most reliable donor group.

Their Good Blood Creates Good Will

Miami, Fla., has just had a reminder that there is a lot of good citizenship among the naval personnel in the city's midst.

One of the local newspapers there prominently featured the fact that one of the most consistent and reliable group of blood donors for the local blood bank came from VP 23 — the "hurricane hunting" squadron stationed at NAS Miami. It is the only USN squadron at a station otherwise devoted entirely to reserve training activities.

On the morning that the newspaper cameraman appeared at the blood bank, 19 enlisted men from this one organization were awaiting the "needle".

Much of the credit for this building of additional good will between the service and the civilian population goes to the leading chief of VP 23, R. L. Harris, AEC, USN. The first enlisted man to be stationed here away back in 1930 when NAS, Miami, was forming, he became a civic-minded resident of nearby Opa Locka, the suburb at which the station is located. He aided in build-up the American Legion post there and urged later-arriving naval personnel to join this and other community activities.

Returning here on his present tour of duty, it was natural that he was called when there was an urgent demand for a rare type blood donor to help a local school teacher who had been seriously injured.

Chief Harris delivered, arranging for not one but a needed long list of "whole" blood donations.

When the teacher recovered, she wrote the squadron a letter of thanks. She said she had so much "Navy blood in her veins" that she "felt like Popeye the Sailor."

The entire squadron got a kick out of the letter, and little "selling" was required when further calls for blood donors.

No donor has "turned chicken" at the sight of the needle, nor has any one failed to return when notified that their blood type is needed again. Of course, the fact that some extremely pretty girl technicians are on duty at the bank may have something to do with this.

When, during the last hurricane there was a power failure at the blood bank and danger that the stoppage of the refrigeration system would spoil hundreds of blood donations, it was NAS Miami, that rushed a portable generator to the scene and saved the day.

From doctors down to janitors, you hear nothing but praise for the servicemen around the Miami Blood Bank.

storm's intensity. Since this is already available from regular aircraft, the teamwork provides a total coverage never before obtained in hurricane tracking.

Here is the hurricane warning picture as it was set up in 1948 and as it still stands:

The Navy, Air Force and Weather Bureau agree to operate from 1 June through 30 November a Joint Hurricane Warning Center at Miami, an emergency Sub-Center at Washington and Hurricane reconnaissance and other activities. The Navy bases Patrol Squadron 23 (the Hurricane Reconnaissance Squadron) at NAS Miami, with an advance detachment at NAS Roosevelt Roads, Puerto Rico. The Air Force bases the 373rd Weather Reconnaissance Squadron at Kindley Field, Bermuda.

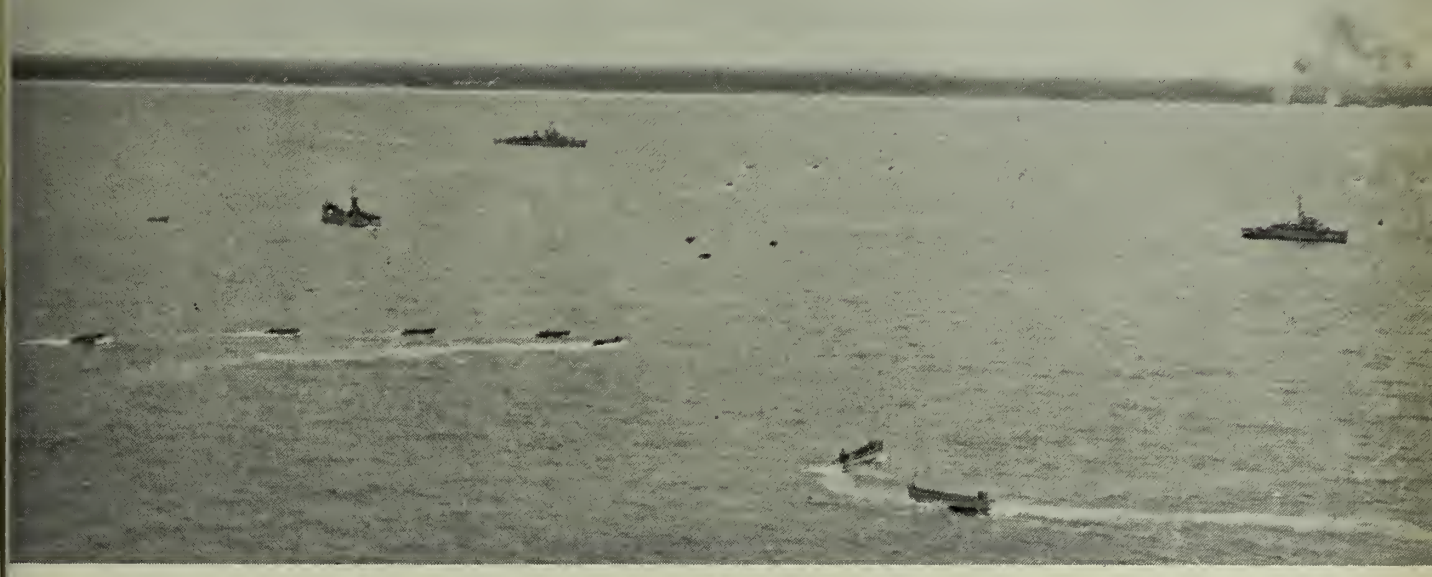
The Hurricane Weather Central advises Commander, Eastern Sea Frontier and other commands having need for such information, regarding all hurricanes in the Gulf of Mexico, the Caribbean area and the Atlantic. Except in an emergency, no advisory, warning or other statement concerning a new tropical storm is issued by any office of the services without coordination with the Joint Center. Advisories, warnings and other information for public distribution are issued only by the Weather Bureau.

A new task was assigned to the Navy Hurricane Weather Central last year — the job of issuing small craft and storm warnings at all seasons of the year for storms in Eastern Sea Frontier waters south of Cape Hatteras and in the Gulf of Mexico. This has eliminated the seasonal nature of the work which previously existed.

Surface and ship reports were more numerous in 1948 than in any year since 1940. Research is going ahead in radar and seismographic storm tracing. The hurricane herders are on the job. Now and then there is a word of appreciation such as the following which was sent by a grateful task group commander:

AM PROCEEDING WITH SCHEDULED EXERCISES HAVING DODGED HURRICANE X THIS MAKES TWO HURRICANES AVOIDED BY THIS TASK GROUP DURING SEPTEMBER EXERCISES X REQUEST THANKS AND APPRECIATION OF ALL HANDS BE EXPRESSED TO NAVY WEATHER CENTRAL MIAMI FLEET WEATHER CENTRAL NORFOLK AND NOB BERMUDA FOR THEIR OUTSTANDING WORK.

Camid Co-operation



LARGEST and most realistic Camid exercise ever held displays ultimate in teamwork between units of armed forces.

WITH all the fury of a realistic wartime attack combined forces of the Army, Navy, Air Force and Marine Corps made an amphibious assault on Camp Pendleton, Va., as a climax to Operation Camid IV.

This, the greatest operation of its kind ever conducted in the U. S., was the fourth Camid exercise since the end of World War II staged as part of the training for midshipmen and cadets.

The landing force that hit the beach was composed of 880 "camids" (cadets from the Military Academy, West Point and midshipmen from the Naval Academy, Annapolis, Md.,) as the mock invasion displayed teamwork between units of the armed forces.

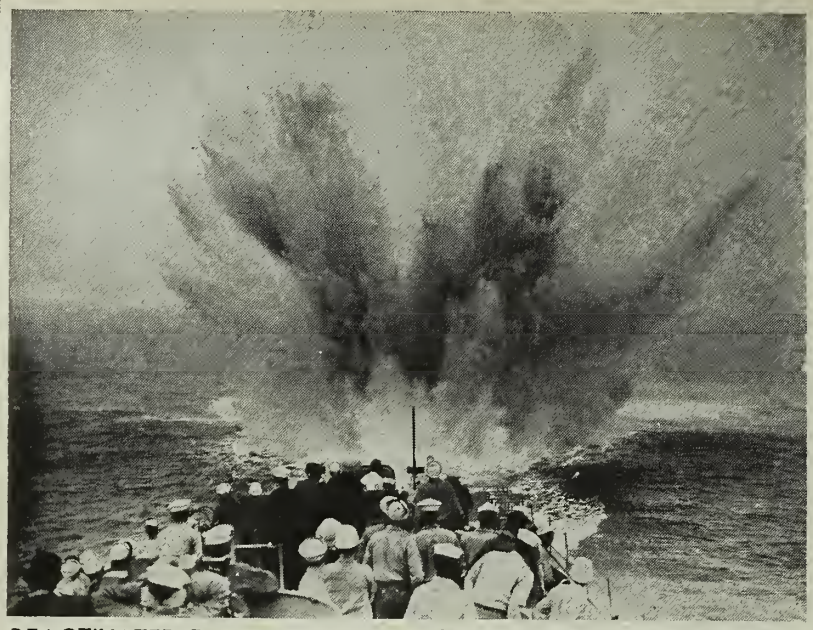
Rain and strong winds added a realistic touch as pre-invasion activities began at 0400 with mine-sweepers patrolling the off-shore waters. Behind them, under the protective cover of darkness, transports swung into position to discharge the landing boats and their invading forces of personnel.

In the gray dawn, Navy underwater demolition teams slid into the water and headed for the beach. At the same time, 0600, destroyers of the Atlantic Fleet began a simulated shore bombardment as the underwater teams carried out reconnaissance missions under cover of the protective barrage.

At 0830 the "softening up" process of the target area continued by air. Three squadrons of Navy *Bear-*



LANDING FORCES from sea and air combine in final phase of Camid IV to complete successfully mock invasion.



REACTIVATED Destroyer USS *Evans* lets go a depth charge. *Evans* is one of four DDs brought out of mothballs for patrol and hunter-killer duty.

Navy Forms Deadly New Style Task Force

A new style of Navy task force is in the offing — a hunter-killer group designed for finding and destroying enemy submarines.

The nemesis of hostile undersea vessels in any forseeable conflict will be U. S. Navy task groups consisting of specially adapted destroyers accompanying light, fast aircraft carriers. The carriers' planes will search out the submarines, making forays in all directions from the flattops. The destroyers—or hunter-killers, as they will probably be called — will do close-in sub hunting and make depth charge attacks, at the same time screening the carriers.

Four destroyers to be modified for patrol and hunter-killer services have come out of mothballs and have been manned and recommissioned. They are USS *Blue* (DD 744), USS *Evans* (DD 552), USS *Alfred A. Cunningham* (DD 752) and USS *Harry E. Hubbard* (DD 748). These ships were part of San Diego Group, Pacific Reserve Fleet.

Crews of *Blue, Evans, Alfred A. Cunningham* and *Harry E. Hubbard* were assembled largely from among personnel of deactivated carriers and cruisers.

On *Evans*' first run after reactivation — structural and maneuvering tests off San Diego, the skipper stepped her up to 25 knots on two boilers, then ordered more RPMs. Soon *Evans* was making 31 knots and performing tight enough maneuvers to suit the saltiest destroyer man aboard. Before many minutes, civilian engineers aboard the ship advised less speed. The fun was over.

Another portion of the trial run consisted of dropping depth charges at low speed. The charges were set to fire at a shallow depth to shake up the ship's hull. *Evans* showed no signs of structural weakness after her period in preservation.

Except for bottom fouling, the destroyer showed no adverse effects from its nearly two years under wraps.

The ships went into drydock, however, for bottom cleaning and overhaul. Modernization while in overhaul will bring the ships up to the standard for active fleet DDs of the DD 692 class. They are slated for antisubmarine training and duty based at Tokyo Bay.

How fast can a destroyer go immediately after spending a year or two in mothballs? About as fast as it could go before going into mothballs, the destroyer USS *Evans* (DD 552) has proven.

cats (F8Fs) and a squadron of bombers began to make strikes on the area.

Hardly had the air attack ceased when 500 pounds of TNT, planted at strategic spots by the underwater demolition teams, began exploding. Meanwhile, four rocket-firing ships had swung into position off-shore and started a simulated barrage, timed exactly with the TNT explosions.

Defensive obstacles on the beach were demolished. Water, sand, rocks and debris were hurled into the air by the force of the hidden explosives as the "softening up" proceedure continued.

At "H-Hour" 0930 the first wave of invaders broke through the surf and hit the beach. Simultaneously a squadron of "flying boxcars" from the Air Force's 16th Airborne Carrier Group roared overhead. Out of the planes poured 170 paratroopers of the 82nd Airborne Division from Fort Bragg, N. C.

Beach-landing forces combined with the air-landing paratroopers to complete the invasion successfully — the final phase of Camid IV.

Although it was a mock battle, heroic action by a quick-thinking paratrooper averted a certain tragedy. As the jumpers bailed out, a collision caused the parachute of Richard Rusk, PFC, to collapse. Eugene F. Cushing, PFC, with whom Rusk had collided, grabbed the collapsed parachute as Rusk plunged earthward.

Both men decended together on Cushing's parachute and landed in a freshly plowed field which cushioned their fall. Neither men was injured and Cushing was praised for quick-witted action that had saved the life of his fellow paratrooper.

An estimated 5,000 witnessed the entire Camid IV finale and were shown how inter-service cooperation would work in time of war.

Women in Naval Hospitals

Now, for the first time, women interns are serving in U. S. naval hospitals. Three naval hospitals—at Bethesda, Md., Chelsea, Mass., and Great Lakes, Ill.,—each have one woman doctor assigned as an intern.

The three women interns, all recent graduates in medicine, are lieutenants (junior grade).

Seventeen other women graduates in medicine have been assigned to civilian hospitals under the Navy's civilian intern training program.

Mediterranean Maneuvers



MARINES assigned to the Navy's Sixth Task Fleet make an amphibious landing at Kaliva Bay on the northern coast of Crete (above).

Communication center is set up during the maneuvers (right).

Under simulated battle conditions marines 'fire' a 30-caliber machine gun (below left).

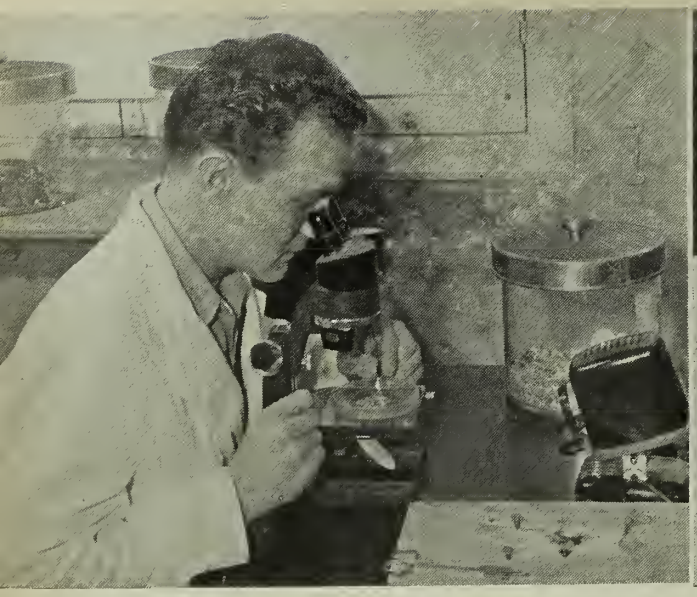
Young marine takes to the tall grass for camouflage during the landing exercises (below right).

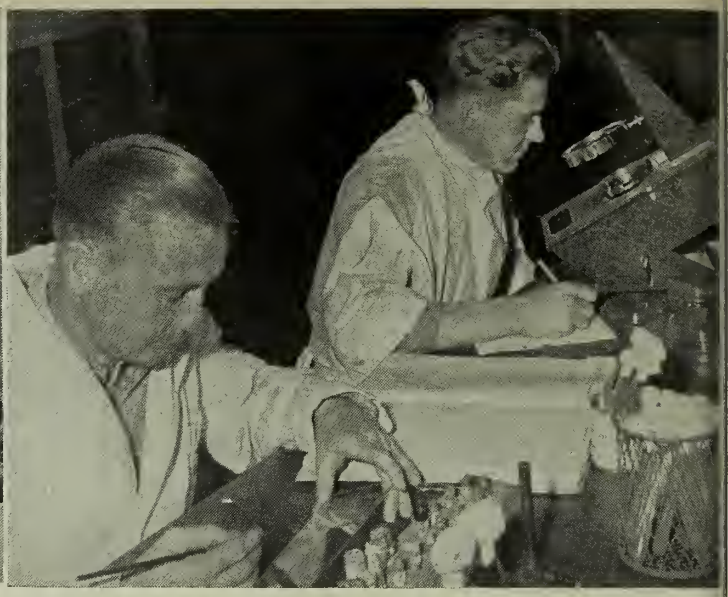
Exercise was held at eastern-most point in the Mediterranean that U. S. marines have ever made an amphibious landing.











STRANGE Middle Eastern diseases are being studied to determine the best methods of protection and treatment.

Medical Research on a Sea of Sand

SEA DUTY in a desert!

Although they seldom or never go aboard the well known "ships of the desert," the peevish camels—some 35 members of the Navy are on "sea duty" on the sands of Egypt. Actually, it is foreign service duty, but in everyday Navy language it's sea duty and qualifies a person for "sea pay"—like duty anywhere outside the continental U.S.A.

It all goes back to World War II, when the U. S. Typhus Commission set up a research laboratory at Abbassia, a suburb of Cairo. At the end of the war, the laboratory was taken over by the Navy so that American contact with medicine in the Middle East could go on.

In June 1948 the U. S. signed a 25-year lease for some Egyptian land at Abbassia. On that property the Navy has built a modern laboratory—and that is the activity which provides these desert sea duty billets. Naval Medical Research Unit No. 3 is the name of it—usually boiled down to "NAMRU-3."



FLY KNOCKDOWN test is recorded to determine the effectiveness of DDT against these vicious disease carriers whose life cycle the unit is studying.

NAMRU-3 is manned by 29 enlisted men and five officers, on the average. In addition, there are usually four civilian scientists stationed at the unit—two Department of Agriculture men, one zoologist and one mammalogist. Two or three additional American scientists may be employed there in the future. In that connection, a system of rotating fellowships between Egypt and the U. S. is under discussion.

Research at NAMRU-3 covers the following tongue-twisting fields: bacteriology, biochemistry, dental research, entomology, parasitology and physiology. Some people might wonder why such things couldn't be studied just as well or better in Brooklyn or Long Beach. The reason why they couldn't is this: All these ologies are being researched in relation to the Middle East and its particular conditions.

For instance, there is a certain ailment called schistosomiasis. Thousands of sailors and Marines remember that danger of this diseases prevented their swimming in Leyte Gulf, back in '45. . . .

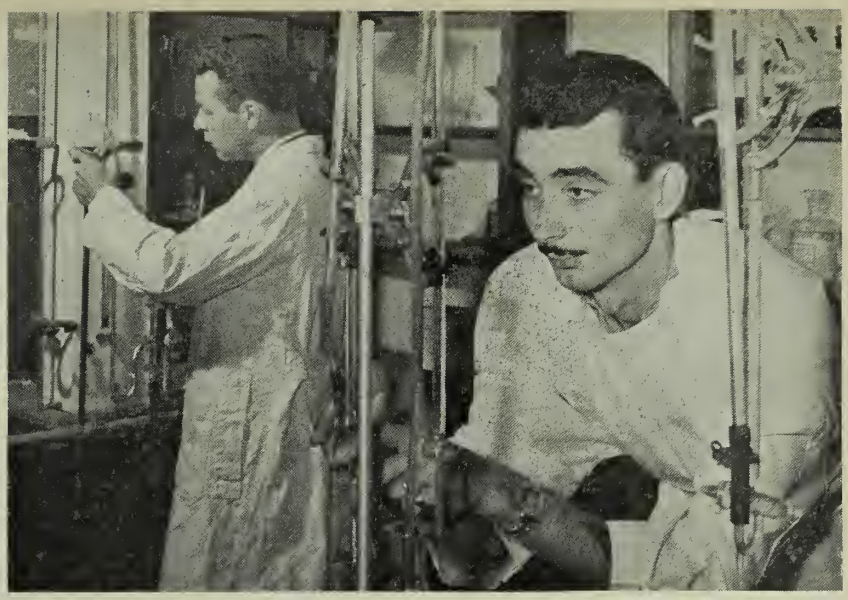
A larval form of the "blood worms" which cause schistosomiasis have to dwell for awhile in a particular type of snail. While not found in Los Angeles harbor or the East River, these snails are found in Egypt. Members

of NAMRU-3 are testing chemicals which will kill the snails and thereby wipe out the disease. Other aspects of schistosomiasis are being studied, as well.

In dental research, too, NAMRU-3 is concerned with diseases not common in the U. S. Chemical studies of human saliva were made during a cholera epidemic in 1947, when the research unit was located at the Abbassia Fever Hospital. The Dental Research Department has been studying other tropical diseases in relation to dentistry since then. The department works in close cooperation with the Egyptian Dental School at Fouad I University, Cairo.

It's the same way with the Entomology Department. Members of this department study the insects which spread the numerous diseases common in the Middle East. Investigation of the habits, life cycles and sources of such bugs will help in planning control measures. Experiments are underway in testing new insecticides more powerful than DDT. New methods of applying these insect killers are being tried out.

Typhoid and paratyphoid come under study at NAMRU-3, along with some less well known diseases whose names would tie knots in your vocal cords. Better methods of diagnosis and treatment are a principal goal of the laboratory. In wartime there is always a serious shortage of doctors and nurses. Simplified methods of diagnosis and treatment will conserve man-hours and prove to be an advantage to all concerned.



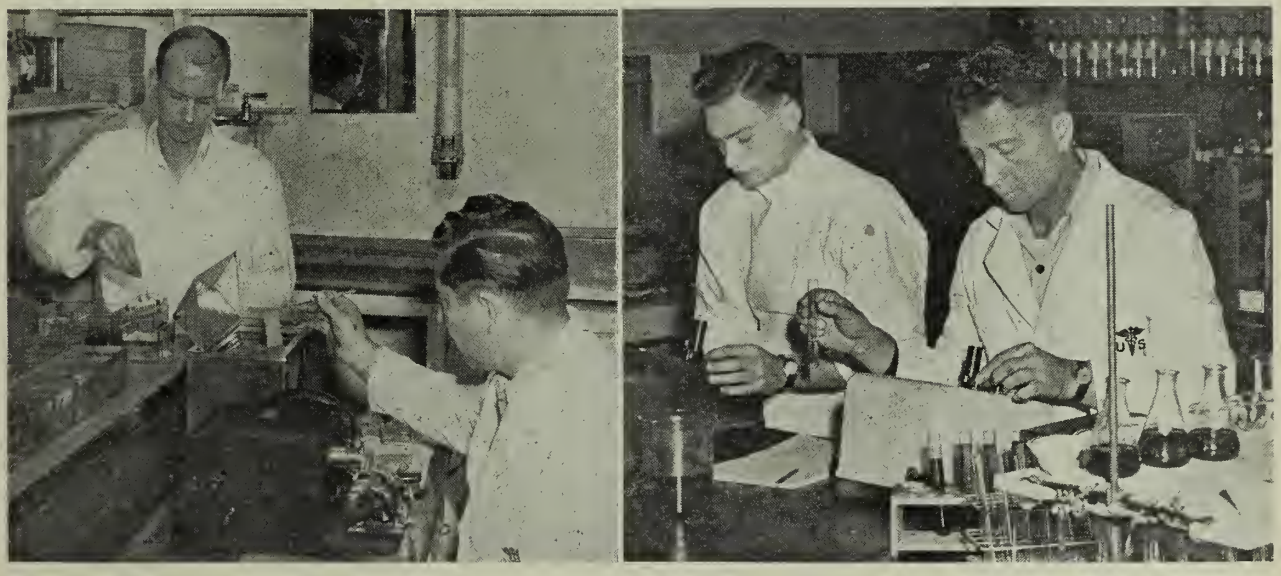
BLOOD CHEMISTRY of patients suffering from typhoid and paratyphoid is compared during illness and convalescence by biochemists of NAMRU-3.

NAMRU-3 is considered "choice duty" by 'most everyone who knows anything about it. Many of the men on duty there have taken their families to Egypt.

Servants are available at modest wages, payable in Egyptian pounds. Many POs in the upper pay grades employ kitchen help for their wives, and some families engage French governesses for their children. Ancient Cairo and its surrounding territory offer many sight-seeing opportunities for NAMRU-3 men and their families.

Rates assigned to the unit are naturally those involving medicine and administration. So, gunner's mates and metalsmiths will have to look somewhere else for extra-good shore-going sea duty. At the same time, not all the hospitalmen and yeomen in the Navy should put in for duty at NAMRU-3. This matter of French governesses and weekend trips to the pyramids is being published solely for interest and information — not as an abandon-ship signal for the sick bay crew.

Small as the complement is at NAMRU-3, the unit is doing work that will make life in the tropics safer for everyone. Especially in case they ever have to fight in the tropics again, American servicemen will owe much to Naval Medical Research Unit No. 3, at Cairo, Egypt.



RESEARCH workers in dental department (left) and physiological lab (right) are veterans of 1947 cholera epidemic.

Everybody Wants to Get in the Game

High-Speed, Year-Round Plan Offers Fun and Fitness To North Island's Eager Athletes

THE present high-speed, year-round sports program at Naval Air Station, North Island, San Diego, Calif., is a far cry from the "Rope-yarn Sunday" of the 1920s when the principal organized sport was hunting rabbits.

In those days Wednesday afternoon athletics consisted of hunting the numerous jackrabbits that infested the area and dug holes in the dirt runway. The rabbit hunt was about as organized as any sport in that era.

Today the rabbits are gone, the runways paved, and green turf fields, a modern gymnasium, up-to-date bowling alleys and numerous other facilities make up one of the broadest athletic programs in the Navy.

As a result of this program, sailors and marines from North Island have developed the agreeable habit of winning titles in all phases of All-Navy sports competition.

Rarely does an All-Navy play-off come up that does not include a North Island team or individual participants from units of Naval Air or Fleet Air based at that activity. A good example of winning and holding a championship is the strangle hold North Island boxers seemed to have had on the All-Navy heavyweight crown.

In 1946, before the All-Navy program had been instituted, Harry Bilski won the 11th Naval District title and was followed in 1947 by Maynard Jones, then a seaman first class, who slugged his way through an undefeated season to cop the All-Navy heavyweight belt.

Following along the line of established precedent, fighter-coach Jack "Dynamite" Woods, ADC, USN, won the 1948 crown and defeated a former pupil and teammate, Kirby Seals, SN, USN, Pacific Fleet titlist, in the semi-final bout. Seals went to the finals in the 1949 All-Navy boxing tourney.

Charles H. Richards, Jr., AMC, USN, was the Island's contribution to the 1947 All-Navy swimming finals, placing fourth in the 200-meter breaststroke and the following year it was Myron Martin, DC1, USN, who took second place in the 1-meter diving event at the All-Navy finals.

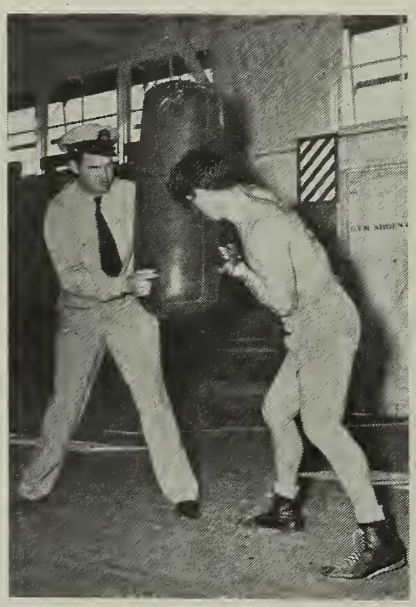
Bowling, long a strong point in the Air Station's sports program, came in for top honors at the All-Navy finals in Philadelphia, Penn., this year when William S. McCormick, AE3, USN, turned in the best individual performance of the entire field. Always a dominating power in the 11th Naval District and YMCA tournaments held annually in the San Diego area, first, second and third place prizes were won by Fleet Air and Naval Air teams in the 1949 telegraphic bowling tourney.

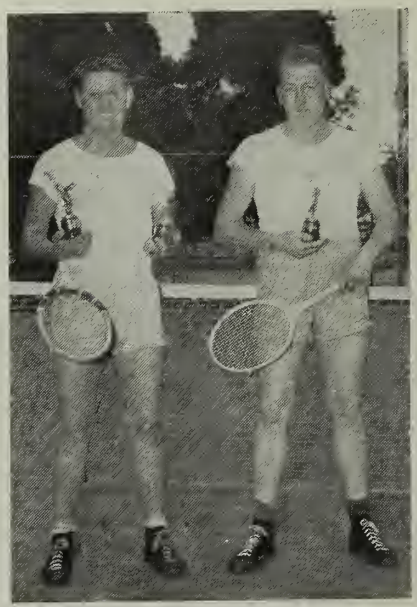
To provide opportunities for all athletes of varying ability, a full Captain's Cup athletic program offers competition in all major sports and numerous minor fields. The Cup is presented every six months to the division with the most points and the presentation has come to be regarded as a big moment accompanied by appropriate ceremony.

With both Fleet and shore-based commands involved in the North Island athletic program, there is also an inter-league championship play-off series that includes tussles between the Fleet Air activities' champions and the Naval Air Station title holders in many sports. These inter-unit and intramural programs provide recreation as well as building morale, and have developed the 11th Naval District in both team and individual efforts toward All-Navy titles.

This year the Naval Air skeet team, in their first year of competition, topped the nation's best service teams and won the national championship meet at Las Vegas, Nevada. J. A. Leslie, AOC, USN, high man for the







SWIMMING, boxing and tennis are prominent and popular. North Island's sports program is one of Navy's broadest.

squad, won the class "B" Governor of Nevada Handicap.

During 1948, North Island teams won five of the six major championships in the Armed Services YMCA's well balanced sports program while five of the outstanding softball players were augmented with the Alameda based Fleet Air West Coast squad that won the All-Navy softball title at New London, Conn.

In the annual Eleventh Naval District General Athletic Excellency Trophy race, North Island athletes have never finished more than a few points out of first place and won the award in 1948.

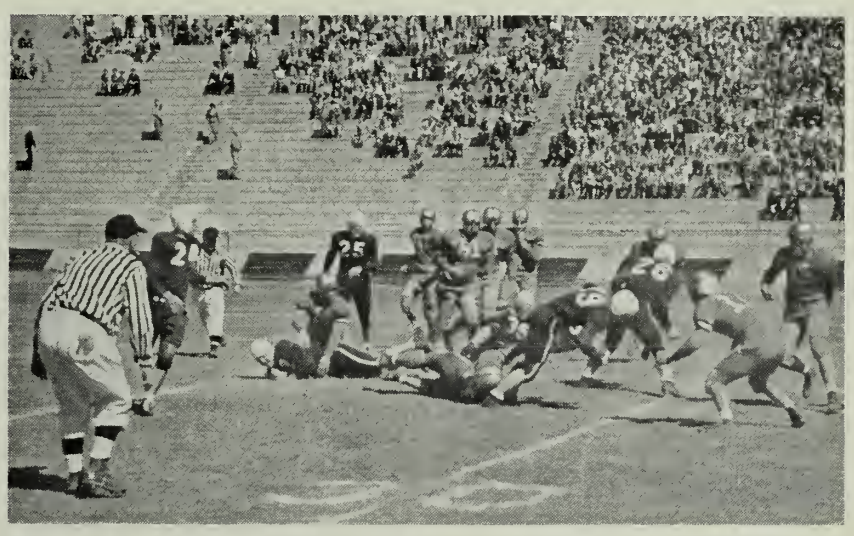
Starting off the California Centennial year with a bang, the combined Fleet Air and Naval Air basketball team won the West Coast and Pacific Fleet titles to be one of the four teams in the All-Navy hoop finals at Pearl Harbor, T.H. The team boasted a record of 30 straight wins in service competition and also took the measure of some of the strongest civilian quintets in Southern California.

And from the looks of the number of hopefuls who turned out for the baseball and boxing squads for this season, the list of championships threatens to keep growing through the 1949 competition.

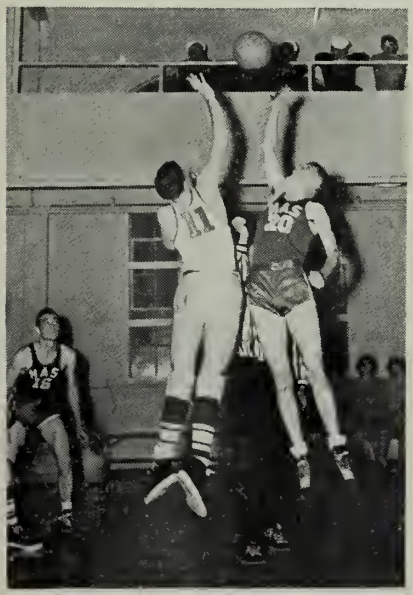
"An alert mind in a fit body" is indeed the by-word at Naval Air Station, North Island, and, although the Island athletes will not win them all, their opponents will know they have been in a hard fight. — Hal Walton, AD1, USN. ·



TRACKMEN have a consistently good record in West Coast competition.



FOOTBALL is always a great favorite with players and spectators alike.





BASKETBALL and bowling are important in sports program calculated to provide recreation as well as build morale.



BIG THREE in 1949 All-Navy golf are (L to R) Knight, the winner; Kinder, runner-up; and Mantoani, third.

All-Navy Golf Winners

Steady-stroking John R. Knight, SN, USN, 19-year-old representative of USS *Curtiss* (AV 4), is the new All-Navy golf champion. His 298 total for 72 holes over the new golf course at Marine Corps Recruit Depot, Parris Island, S. C., took top honors among 41 contenders in the second annual All-Navy golf tournament.

A tie for second place resulted when Lieutenant James W. Kinder, MSC, USN, NavGun Factory, Washington, D. C., and Gileano Mantoani,CSC, USN, FASron 111, Miramar, Calif., both ended with scores of 300.

Lieutenant Kinder won a special "sudden death" playoff for the second place award when he parred the first hole. Mantoani conceded after missing his fourth stroke putt on the par 4 hole.

The Parris Island course record of 70 strokes was shattered on the first day of play by a brilliant 68-stroke effort on the part of Bobby Joe Cupit, PNSN USN, Atlantic Fleet Staff, Norfolk, Va. Cupit collected three birdies on the front nine and picked up two more on the back nine to come in with a four-under-par 68 — a new course record.

The top 12 golfers in the tourney represented the Navy at the Inter-Service golf tournament at Montgomery, Ala., and a three-way tie made it necessary for a "sudden death" play-off to determine the last two positions on the team playing for the James V. Forrestal Trophy.

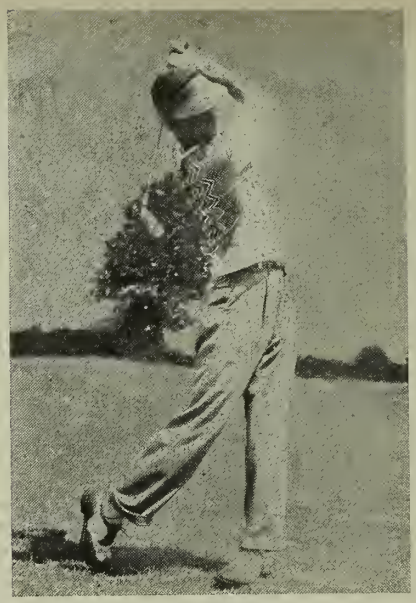
Although no award was given for the team championship, the Mid-Atlantic Group came out on top with a 1221 total. Following them in the team standings were Atlantic Fleet Group — 1223, Pacific Fleet Group — 1225, West Coast Group — 1242, South Central Group — 1264, Northeast Group — 1301, Hawaiian Group — 1317, and Far East Group — 1351.

The winning Mid-Atlantic team was composed of Cupit, Alton E. Greer, TSgt, USMC, MCS Quantico, Va.; Lieutenant Charles R. Lee, SC, USN, Naval Academy, Annapolis, Md., and Major Jack R. Rhoades, USMC, MCS Quantico, Va.

The top 12 golfers in the All-Navy tournament were: John R. Knight SN, USN, USS *Curtiss* (AV 4) — 298; Lieutenant James W. Kinder, MSC, USN, NavGun Factory, Washington, D. C. — 300; Gileano Mantoani, CSC, USN, FASron 111, Miramar, Calif. — 300; John C. Davison, MSgt, USMC, MCAS El Toro, Calif. — 301; Bobby Joe Cupit, PNSN, USN, Atlantic Fleet Staff, Norfolk, Va. — 302; Lieutenant Commander Edward K. Allis, Jr., USN, NAS Quonset Point, R. I. — 303; Alton E. Greer, TSgt, USMC, MCS Quantico, Va. — 303; William C. Scarbrough, Jr., AOC, USN, NavRecrSta, Portland,Me.—303; Lieutenant Charles R. Lee, SC, USN, Naval Academy, Annapolis, MD. — 304; Robert F. Bissett, MSgt, USMC, MCAS El Toro, Calif. — 305; Lieutenant Anthony Grego, SC, USN, NAS Jacksonville, Fla. — 306; Joseph C. MacDonald, ADC, USN, Utility Squadron 10 — 306.



WINNER — 19-year old John R. Knight, SN, knocks a wedge shot out of a sand trap up close to the pin.



COURSE RECORD 68 was shot by Bobby Joe Cupit, PNSN, in opening round of All-Navy golf tournament.

The defending All-Navy titlist, Richard A. Lytle, CSC, USN, USS Piedmont (AD 17), carded a 72-hole total of 313 and finished nineteenth in the final standings. Cupit and Kinder were the only two of last year's 12-man inter-service squad to gain a berth on the team again this year.

Prior to the start of the inter-service competition, a death in the family cancelled the participation of Bobby Joe Cupit. William A. Crump, BTC, USN, ComMinLant Staff, Charleston, S. C., was appointed to the Navy team to fill out the 12-man roster.

Navy Third in Golf

United States Air Force golfers retained possession of the James V. Forrestal Trophy as they won the second annual Inter-Service golf tournament in matches played at Maxwell Field, Montgomery, Ala.

In posting their second win in as many years, the Air Force team had a total of 2,326 strokes over the 72 hole course while the Army squad took second with 2,358. Navy finished in the final spot with a 2,402 total.

Captain Fred Moseley, USAF, 1948 individual titlist, shot a six-under-par 282 for the 72 holes to win top honors again this year.

All-Navy Swimming Finals

For the second year in a row torpedo-fast swimmers from the South Central Group left other competitors floundering in their wake as they racked up an overwhelming victory in the All-Navy swimming finals.

Standing-room-only crowds at the Navy Athletic Field, San Diego, watched the South Central aquatic stars win eight of the nine individual events, then team up to capture both the 300 meters medley relay and the 800 meters freestyle relay events.

As usual, powerful-stroking Lieutenant Commander John H. Higgins, USN, Naval Pre-Flight School, Pensacola, Fla., paced the South Central tankmen. For the third successive year he won an All-Navy crown. This year Higgins was better than ever, winning the 200 meters freestyle, 300 meters individual medley and 400 meters freestyle events.

Another South Central swimmer came up with an All-Navy crown, as expected, although it was his first year in All-Navy competition. Ensign Robert E. Cowell, USN, holder of the world's record in the 100-yard backstroke and a member of the U. S. Olympic team last year, set a new All-Navy record in the 100-meters backstroke event, with a time of 1:08.8. Ensign Cowell is stationed at the Basic Training School, Pensacola, Fla.

Second All-Navy record to be smashed was the 11:07.0 time for the 800 meters freestyle event. South Central swimmer Allen Roedel, AR, USN, NRTC Great Lakes, Ill., sliced over three seconds off the old record and collected an All-Navy crown by stroking through this event in 11:03.8. Roedel picked up a second All-Navy title by winning the 1500 meters freestyle event.

New All-Navy breaststroke champion is John W. Garrett, PFC, USMC, stationed at Camp Lejuene, N. C. Garrett also swam as a member of the South Central team.

The 100 meters freestyle event — always the most exciting from the spectators' viewpoint — was won by the Far East Group's Arthur N. Briner, ET3, USN, stationed at Naval Communication Station, Guam. Briner nosed out last year's champion, Albert Machael, SN, USN, NATTC Memphis, to take the title.

Absent from All-Navy competition last season, 1947 All-Navy diving champ Lieutenant Floyd Stauffer, MC, USN, stationed at the School of Aviation Medicine, Pensacola, Fla., came back this year to recapture his crown. Top-flight diver Stauffer compiled a total of 142.43 points to win the three-meter diving event.

Final standing from a point basis of the eight sports groups was: South Central, 72; West Coast, 47; Far East, 18; Pacific Fleet, 20; Hawaiian, 8; Northeastern, 3; Middle Atlantic, 26; Atlantic Fleet, 10.



FIRST woman ever to win 12 ND title in competition with men, Wave Shirley Brooke, SN, splashed to victory in the gruelling 1500-meter free style event.

Summary of Records Set by All-Navy Swimmers

The All-Navy swimming records:

- 1500 meters freestyle — 21:-24.4; set by Robert Lastinger, ETSN, USN, Electronics School, Treasure Island, Calif., in 1948.
- 800 meters freestyle — 11:03.8; set by Allen Roedel, AR, USN, NRTC Great Lakes, Ill., in 1949.
- 400 meters freestyle — 5:13.4; set by Charles A. Carroll, SA, USN, NAS Jacksonville, Fla., in 1948.
- 200 meters freestyle — 2:23.8; set by Lieutenant Commander John Higgins, USN, in 1949.
- 100 meters freestyle — 1:02.4; set by Ralph Grabisch, S1, USN, in 1947.
- 100 meters backstroke — 1:-08.8; set by Ensign Robert Cowell, USN, Basic Training School, Pensacola, Fla., in 1949.
- 200 meters breaststroke — 2:-59.0; set by Lieutenant Commander John Higgins, USN, Pre-Flight School, Pensacola, Fla., in 1948.
- 300 meters individual medley — 4:17.9; set by Lieutenant Commander John Higgins, USN, in 1948.
- 800 meters freestyle relay — 9:53.4; set by South Central Group team in 1948.
- 300 meters medley relay — 3:33.4; set by South Central Group team in 1949.

True Big Fish Story

When Donald M. Clark, ADC, USN, goes fishing, he usually lands more fish during one trip than most people catch in a lifetime.

Chief Clark, who is stationed at NAAS Corry Field, Fla., pulled in 900 pounds of fish during one day.

For the past 10 years Clark has been an ardent spear fisherman. Using a spear he devised himself, the chief swims underwater until locating a target. Then, swimming as close as possible without scaring the fish away, he fires his spear and hangs on to the attached line.

In landing a 440-pound jewfish, Clark spotted the dark green sea bass lying under a buoy about 35 feet below the surface. When five feet away he fired his spear, scoring a perfect hit. Twenty-five minutes later he and three assisting spear fishermen hauled the giant fish ashore.

SIDELINE STRATEGY

"What swabbie scored the fastest knockout in 'Navy smoker history,' when and where?" That's what Nick Geroulis, PFC, USMC, Naval Hospital, Great Lakes, wants to know. ALL HANDS doesn't have any records on smoker fights, but All-Navy Lightweight Champ Earl Williams, AN, USN, FAETUPac, holds the record for the fastest K.O. in All-Navy competition. In the quarterfinals of the All-Navy championship bouts this year Williams flattened Roger Schofield, SN, USN, of NavSta, Dartmouth, N.H., with the first punch of the first round — a straight right to the jaw. The time: 16 seconds, including the count.

If anyone knows of a faster flattening, we would be glad to hear about it.

★ ★ ★

Comments in this column that it will be "the greatest year yet" for such-and-such an All-Navy sport may be getting repititious, but that is exactly what is happening in the Navy's athletic competition from season to season.

Most of the Navy football teams scattered around the world have the burning ambition to win the All-Navy football championship and beat the Quantico Marines — which have come to mean the same thing. For the past two seasons the well-coached, power-packed Leathernecks have waltzed through service competition as well as the medium-caliber college elevens tangled with.

This past summer there was much scuttlebutt in both Navy and other Marine Corps sports circles about powerful gridiron machines being whipped into shape to "beat Quantico." The general opinion is that the three teams best qualified to take on this man-sized job are the PacFlt teams, AirPac, DesPac, and SubPac. All three of these teams have good material and good coaching.

It's not going to make ambitious Navy teams happier to learn —if they don't know already— that Quantico is better than ever this season. If losing their ace back, Second Lieutenant Joe Bartos, USMC, hurt any, the 10 new football-playing Naval Academy graduates acquired since last season should help ease the pain.

★ ★ ★

Golfers at the All-Navy tournament griped about the wind sweeping across the course and spoiling their aim, but their off-course shooting was nothing when compared to that of an unidentified sailor at NAS Quonset Point, R. I. Playing on the stations course, he teed off with a beautiful drive that landed kerplunk in the cup for a hole-in-one. The only trouble was the ball had veered approximately 60 degrees off-course—and landed in the wrong hole. — Earl Smith, JOC, USN, ALL HANDS Sports Editor.





pound jewfish. (Jewfish grow as large as 12 feet long in some tropical waters. They are prized by anglers.)

Clark's spear gun consists of a five-foot spear with a detachable six-inch head housed in a five-foot wooden shaft gun. The gun is fired by four loops of heavy rubber band from a distance up to 20 feet. Once embedded, the shaft is detached, leaving the head of the spear in the fish. The line used is 20 feet of one-eighth-inch cable and 50 feet of three-fourths-inch manila hauling line.

An excellent swimmer, one of Chief Clark's underwater accomplishments is to catch live sharks by hand and beach them. He has spear-fished most of the shores of the U. S. and many of the South Pacific islands. Clark is up for membership in the famed "Bottom Scratchers Club."

Fledgling Hot-Shot Shooter

Less than six months ago Fred McFarland, AD1, USN, from NAS Alameda, Calif., fired his first shot with a pistol. Since then other small-arms competitors have been gaping with awe at his bullseye-ringing aim.

A total of 31 medals have been won by the Alameda sharpshooter and his most recently acquired title is Pacific States All Around Marksman. McFarland won the title by topping the best service and civilian marksmen from the Pacific States in three days of open competition.

A feat unequaled during recent years was accomplished by the sailor marksman during this meet when he copped 16 awards in the three days of firing.

All the credit for his sensational success is credited by McFarland to his coach and team captain, Frank "Skip" Harris, AOC, USN,

Says Coach Harris of Pupil McFarland, "Mac is a hard worker and a very attentive pupil. I believe he ranks with the best I have ever developed and we all have great hopes for him in the National Pistol Meet this year."

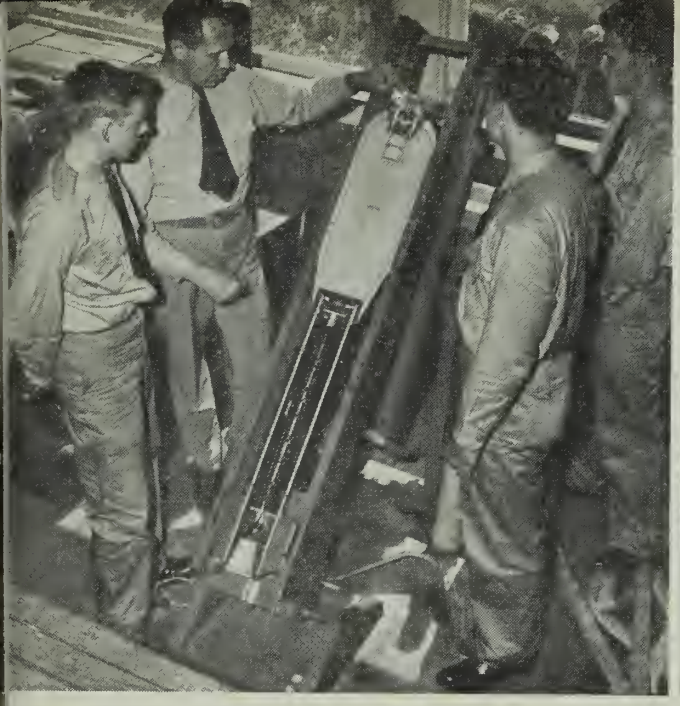
All-Navy Sports Calendar

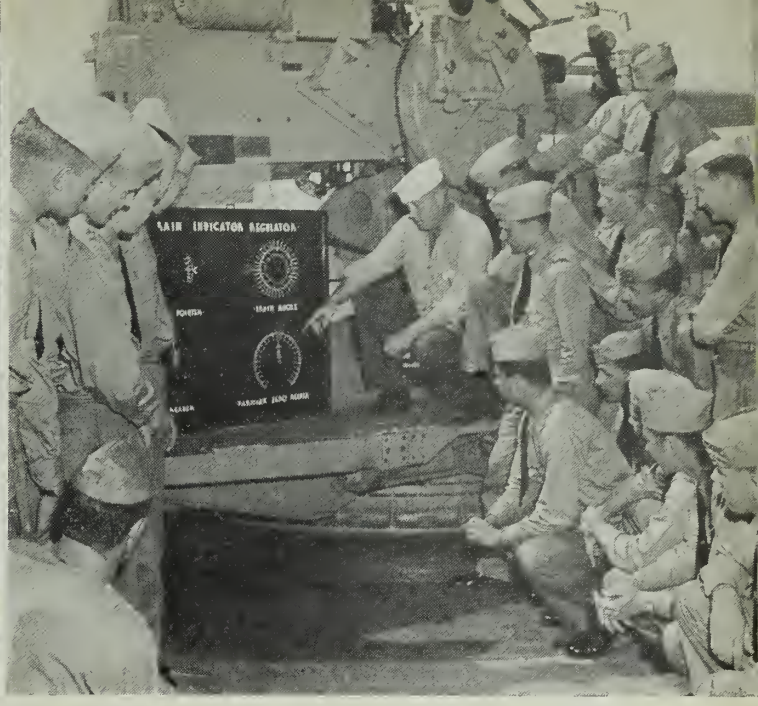
Here's the dope on future All-Navy championship events.



Football

Saturday, 17 Dec 1949
Los Angeles Coliseum
Los Angeles, Calif.





ROC INSTRUCTION in ordnance equips them with thorough knowledge of rockets and principles of sight setting.

EMs Earning Reserve Commissions

SOME 46 per cent of the officers in the Regular Navy, according to a survey made last year, are former enlisted men.

This figure indicates that the Navy relies on its rated personnel as a basic source of future officer material.

Carrying this policy into the Naval Reserve components, the Navy has also established numerous opportunities for enlisted personnel – both men and women – to enter programs which lead ultimately to an officer's commission.

Inaugurated this year is the Navy's newest procurement program, labeled ROC – or the Reserve Officer Candidate plan – which has extended to 1,000 enlisted Reservists this year the opportunity of working for officers' appointments.

At ROCS, U. S. Naval Station, San Diego, Calif., and ROCS, U. S. Naval Training Station, Newport, R. I., the summer training program got under way in July.

The program is designed to "produce Reserve officers basically qualified and imbued with the interest and initiative to advance their professional qualifications in the Reserve to the end that they may readily and effectively enter active naval service, when called, in event of national emergency."

ROC training comes in two concentrated doses. During summer months officer candidates at ROC schools complete a basic course in naval subjects which lasts six weeks, and an advanced course which extends for a similar period.

To insure the necessary background, ROC candidates are chosen from enlisted men who are studying at accredited colleges and universities, and who are attached to or associated with drilling units of the Organized Reserve and Volunteer Electronics Warfare Reserve. Now under consideration by BuPers is a plan to broaden the program by permitting Reservists in other components to apply for enrollments.



AMMO HOIST and other mock-ups give ROC students experience in the use of actual shipboard equipment.

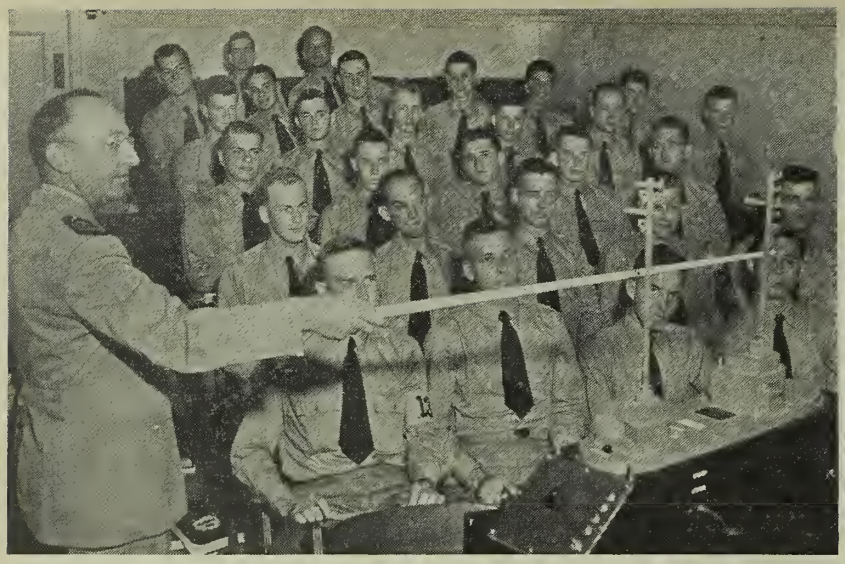
The program has the advantage of enabling a student to pursue his normal college career and at the same time earn a Reserve commision in summer while training with pay. It requires no military training during the academic year other than prescribed drills of Reserve units.

Although still in their youthful stages ROC schools have emerged – without any noticeable growing pains – into full fledged training activities. The students are already steeped in Navy tradition.

The beginners' class next year will be enlarged to accommodate 1,250 male students in the two coastal schools, and in addition approximately 200 enlisted Wave Reservists will be enrolled, training at a naval activity not yet designated.

After several months of planning the ROCS began to roll this June, when instructors, adminstrative and logistics personnel received their orders to NTS Newport and NavSta San Diego.

Made up primarily of Reserve offi-



ELABORATE training aids are used effectively throughout program. Above: A special model is used to demonstrate the use of ship navigation lights.



CURRICULUM includes intensive study of navigation (above). Below: Instructor explains operation of torpedo mechanism in a course on naval weapons.



cers who are World War II veterans, the staff members of the schools are men who possess the combination of wide experience at sea with the Navy and mature experience in the teaching profession.

This is a statistical picture of the staff of 50 officers at ROCS Newport: 33 hold masters degrees and six hold doctorates; there are 22 members of honorary scholastic fraternities such as Phi Beta Kappa; a Rhodes scholar; 8 college professors and 11 college instructors; 14 high school teachers; 3 heads of college departments; 12 outstanding athletes; and many battle-hardened veterans of World War II.

At ROCS San Diego, the instructors have an equally impressive educational and naval record.

During the first days of July ROCS began to arrive at the two schools in swelling streams. They came from all states in the union, as well as from Hawaii.

The first ROC to arrive was Eldon F. Beery, who reported to Newport from Organized Reserve Division 6-86, Memphis, Tenn., on 2 July, three days ahead of schedule.

They formed up into squads of 20 men each, then into platoons of eight squads each, next into companies and finally into a battalion. They presented a sight of shining newness, togged out in their khakis and garrison caps with the new ROC insignia.

That is — all except James J. Gyory of Herminie, Pa. Since ROC Gyory, an all-around athlete from Otterbein College, found it difficult to squeeze his six-foot four-inch, 240-pound frame into the ample uniforms the Supply Corps could find for him, he was sent to Providence to have one tailor-made.

In the meantime the largest size uniform that could be found on the naval base was that of CDR W. G. Chapple, USN, Executive Officer, NTS. Gyory will be proud indeed if he can live up to the tradition of this uniform because Commander Chapple, ex-Naval Academy heavy-weight boxer and football star, was one of the most decorated submarine skippers of World War II.

Clothing, book issues and physical examinations were completed on 9 July, at which time the schools were ready to start classes.

The first days of schools found the ROCS rising at 0600. The daily schedule was broken into seven periods, beginning at 0830 with class-

room instruction until 1700, when the students ended up an hour of physical education and sports.

The heavy curriculum included navigation, naval weapons, seamanship, communications, orientation and leadership.

Their days were full of Navy text's like Knight's *Modern Seamanship*, and *Naval Ordnance and Gunnery*. They studied great circle sailing charts, mercator projections, and worked with such training aids as fleet tactical maneuvering boards, breech blockups, model gyros and rocket launchers.

Their heads were crammed full with knowledge, and when they went to the films the saw "Rules of the Nautical Road", "Celestial Navigation", "White Signals", and"Ship's Nomenclature."

As the tight schedule of classroom instruction ended, drillmasters, experienced chief petty officers took over on the athletic field.

Supper was at 1815, followed by a study period from 2000 to 2200. When taps sounded at 2230, the ROCs needed no second invitation to turn in.

While plans call for a strenuous schedule of study, drills and practical work during the five and one-half day week, there is time for recreation and field trips to leaven each candidate's tour of duty.

Student dances are scheduled. Sports competitions are held. And they go to sea.

In San Diego this year ROCs boarded the carrier uss *Valley Forge* for an inspection tour and a short cruise. In Newport they went aboard uss *Wright*, and also made a two-day excursion in the eight destroyers of DesRon 18, witnessing target practice, ship handling, gun operations and ship's routine.

Operation of a yacht, the auxiliary sailing vessel uss *Saluda* (IX 87) is included in the regular indoctrination of ROCs at San Diego. And in Newport, nine ketch-rigged whale boats are not only a part of the curriculum for all ROCs but an important weekend recreation for all who can qualify as skippers.

Intra-battalion competition in scholastic standing, athletics and military drill rounds out the training. The best group in each phase is chosen as the honor company of the school.

After completing its first year of training, the Navy feels that ROC program has proved itself, in its aim to produce officers with the following qualifications: a good general education, basic knowledge of essential naval subjects, well-developed military, moral and leadership qualities, a fine sense and practice of naval ideals, customs and traditions, and a compelling ambition to enhance professional knowledge and qualify for promotion in the Naval Reserve.

The ROC supplements other means of Reserve officer procurement. It is not intended that the program will interfere with or duplicate in any way the NROTC program. It is designed to maintain a continuing flow of newly commisioned officers in numbers sufficient to keep the Naval Reserve at authorized strength.

Interested personnel may learn more about this program from the nearest Office of Naval Officer Procurement.

To qualify men must be over 17



SAILING out of the San Diego Naval Station, ROC students learn to operate the sleek yawl USS *Saluda* as a part of their regular indoctrination training.



RECREATION is not neglected by the program. Regularly scheduled dances allow the ROCs to test the effect of the omnipotent uniform on the fair sex.

years but less than 28, and women must be over 18 and less than 28. Candidates must be enrolled in the Naval Reserve (in a drilling status) and students in college (either freshmen, sophomores, or juniors.)

The same physical requirements which hold for the U. S. Naval Academy are maintained for ROC men, with the exception that vision of 18/20 correctable to 20/20 is acceptable. Women candidates must meet the current requirements stipulated in the Manual of the Medical Department, USN.

ROC candidates receive the pay of their rating, transportation, subsistance and housing, during the two summer periods, as well as certain items of uniform and clothing.

Courses in 1950 will generally run from about the end of June to the middle of August. Applications will be accepted during the first three months of calendar 1950.

Naval Reserve Boots

Seaman recruits training under a new Naval Reserve program really had a gala day for themselves — on the last day of their eight weeks' course at NAS Los Alamitos, Calif.

More than 600 parents and relatives of the "boots" accepted invitations to attend the festivities.

Church services opened the program in the morning, after which the guests had dinner with their boys in the Navy mess halls. In the afternoon, they sat in specially provided bleachers to watch the final captain's inspection.

Later a local athletic club brought out a host of swimsuit-clad girls to perform an aquacade for the recruits and their guests. There were special comedy acts, diving, a swimming ballet and races of all kinds. Three of the recruits, picked for their swimming prowess, raced three of the aquacade girls — with no details of the outcome publicized.

There was little doubt, however, that the center of attraction was the boots themselves. It was planned that way.

High Temperature Metal

New metallic compound that will withstand extremely high temperatures has been developed under an Office of Naval Research project.

Designed to withstand the white-hot temperatures of modern gas turbines, jets and rocket engines, the new material stands up better under extreme heat than any substance thus far tested.

The new compound is composed of zirconium—a metallic element mined from minerals and isolated as a black powder or crystalline substance resembling white cast iron—and boron, a derivative of boracic acid.

Hospital Theatre Built for Crutch and Wheel Chair Patients

The U. S. Naval Hospital at Great Lakes, Ill., has the nation's first theater especially designed for the comfort of patients using wheel chairs, stretchers and crutches. The theater accommodates 14 wheel chair or stretcher patients with their attendants, more than 50 crutch patients, and 567 other ambulatory patients and staff members.

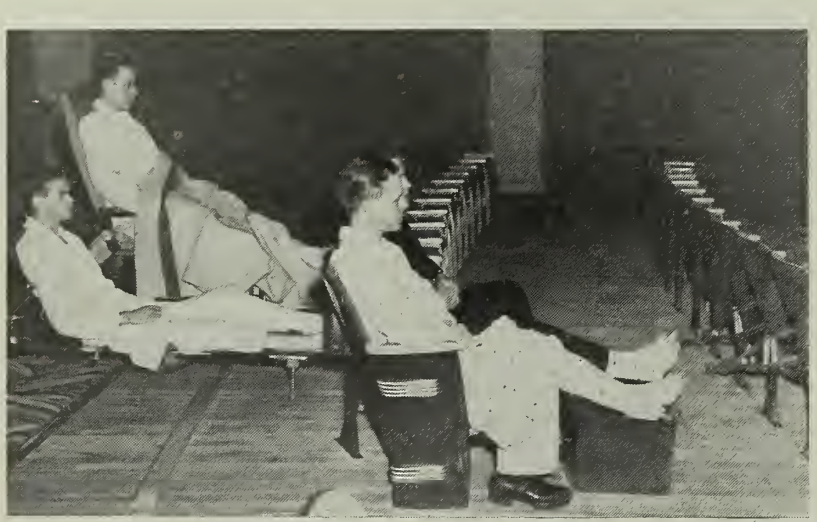
Modification of the hospital's theater for the benefit of amputees and semi-ambulatory patients was sparked by the hospital's CO. He felt that adequate entertainment, comfortably witnessed, is almost as important as proper medical care in hastening a patient's recovery. Remodeling of the theater cost approximately $60,000, which was provided entirely from profits earned by the ship's service store at the hospital.

Patients in wheel chairs or on stretchers are accommodated at the center of the main floor, at the head of the main entrance ramp. Here seven wheel chairs can be located at each side of the aisle and halted against a bumper which will keep them in place on the sloping floor. In place of some of the 14 wheel chairs, stretchers can be located in this area. The head end of the stretchers can be raised to place the patient in a comfortable position. Each patient in a stretcher or wheel chair is attended by a hospitalman seated immediately behind him.

Just ahead of this section there are two rows for patients who use crutches. The space in front of the seats is three times that of conventional theater seat rows. Each seat is equipped with a movable foot rest and a rack for crutches.

Seating in the remainder of the auditorium is conventional in style and spacing. There are plans, however, to install hearing aids at some seats for patients whose hearing is temporarily below par.

Before the new theater opened, motion pictures and stage shows at the hospital were presented in a combination gymnasium and auditorium. That compartment, unlike the new one, had a level floor and no balcony. Acoustics, visibility and lighting, too, were far less satisfactory. The entire audience used folding chairs and there were few provisions for amputees or patients with leg casts.



BUILT from non appropriated funds, the new theatre's roomy ramps and aisles spare crutch and wheel chair patients many painful bumps and jolts.

LETTERS TO THE EDITOR

Accumulated Leave

SIR: I was discharged in December 1945 and lost 75 days accumulated leave which was not used prior to my discharge. I reenlisted in May 1946 and under the Armed Forces Leave Act of that year, I made out the necessary forms and was reimbursed for 19 days, having to leave 60 days on my records. When I was discharged at the end of that enlistment I had accumulated 97 days but was paid for 60. Actually the 37 days was leave which I was entitled to during my first enlistment but was never used or paid for. Can that leave be added to leave earned during my present enlistment or can I be reimbursed for it under the Armed Forces Leave Act?—G. M. N., RMSN, USN.

• *No. Armed Forces Leave Act of 1946 (Public Law 704, 79th Congress) states that no member of the armed forces shall be permitted to accumulate or to have to his credit, at any time after 31 Aug 1946, accumulated or accrued leave aggregating in excess of 60 days.*—ED.

Philippine Defense Medal?

SIR: During the war the Philippine Commonwealth authorized the wearing of the Philippine Defense Ribbon to those who were eligible. In the Alnav announcement it said that the ribbon was to be worn, and after the medal had been designed and minted, the medal itself would be distributed. At the present time does the Navy Department have any information on the minting and distribution of this medal by the new and independent Philippine Republic? — J. T. K., LTJG, USNR-O.

• *The Navy Department has no information as to whether the Philippine Government will issue a medal for the Philippine Defense Ribbon.* — ED.

No NavScols for Padres

SIR: Does the Navy have any schools for ministers or training for chaplains or chaplains assistants? If so, what are the requirements? — W. D. B., GMSA, USN.

• *The Navy does not maintain a chaplain's school for training either chaplains or chaplains' assistants. When a clergyman is appointed to the Chaplain Corps, he is expected to be fully trained for the duties which he will perform while in the naval service. However, he is given instruction and indoctrination in the means by which these functions are performed in the Navy way.* — ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Advancing in Rate

SIR: I would like some information concerning entrance to service schools Class A air control or Class C GCA (ground control approach) now situated in Olathe, Kans. I have held the rate of AC3 for over a year and have worked for the past two years in the tower at NAAS Monterey, Calif. This base claims no quota for school and having reenlisted I find that I am unable to advance in my rate without the necessary instructions obtained by attending the above mentioned schools. — J.M.McC., JR., AC3, USN.

• *Only a limited quota of trainees from fleets and shore establishment to air controlman school has been authorized by CNO. This small quota is assigned in advance to major commands such as ServLant, ServPac and CNATra. There is no additional quota available because of the large backlog of candidates now on board NATTU NAS Olathe, Kans., awaiting AC(A) school. Due to this backlog of non-rated candidates, AC3s are not eligible to attend for refresher courses. The AC(A) school prepares non-rated men for the technical duties of third class petty officer. All available quotas for GCA(C) school are assigned the Service Force commanders for granting to men now serving on sea duty. When you are reassigned to sea duty you can apply to Service Force commander for GCA(C) school. Your statement that you cannot advance in rate without instruction in one of these schools seems to be based on bum dope. We suggest you read carefully BuPers Circ. Ltr. 81-49 (NDB, 15 May 1949).* — ED.

What Happened to PCE?

SIR: Many of my ex-shipmates and myself, now back in civilian life but who still read ALL HANDS, would like to know what happened to the PCE 881 from 1946 until the present. — C. L. P.

• *PCE 881 was transferred to the Philippine Government on a loan basis in June 1948. She has been stricken from the Naval Vessel Register.* — ED.

Transfer Back to Seabees

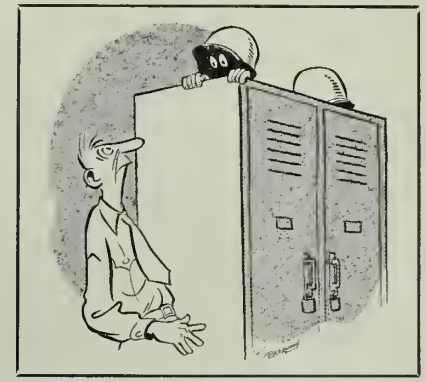
SIR: I originally enlisted in the Seabees in 1944 and was honorably discharged in 1946 as a MM2. Upon reenlistment in the U. S. Navy as a MM3 in January 1948 I was assigned duty with the Fleet. Are there any provisions made which would facilitate my transfer to the Seabees — R. A. P., MM3, USN.

• *Maybe. If you desire transfer back to the Seabees, you may submit a request, setting forth your qualifications and experience, to Commander Service Force, U. S. Atlantic Fleet, Building 142, Naval Base, Norfolk 11, Va., via your commanding officer. (If you were in the Pacific Fleet the request would be addresed to Commander Service Force, U. S. Pacific Fleet.) The decision will be up to ComServLant and will be determined by Atlantic Fleet needs.* — ED.

Coast and Geodetic Survey Service

SIR: I spent the period from 7 Apr 1938 to 13 Nov 1949 with the Coast and Geodetic Survey, after being discharged from the Navy. Does this time count for retirement and/or longevity? I reenlisted 14 Nov 1939 after being out of the Regular Navy but in the Naval Reserve during this period of about two years and three months. — D.K.K., CSC, USN.

• *Regarding retirement, your service in the Coast and Geodetic Survey does not count toward your total time. Concerning longevity, the Comptroller General holds that there is no enlisted service in the Coast and Geodetic Survey within the meaning of the Pay Readjustment Act of 1942, as amended, creditable for longevity pay by personnel of the Naval Service. The only C&GS service creditable for longevity is that as a deck officer or junior engineer in excess of one year.* — ED.



Norval E. Packwood, PFC, USMC

"Is the inspection over yet?"

Saluting Reservists

SIR: A variety of reactions results when officers of the Naval Reserve on inactive duty in civilian clothes are saluted by the Marine guards upon entering the New York Naval Shipyard. Is it proper to salute? — A.H.F., ENS, USNR.

• *It is considered that military personnel in uniform may salute civilian personnel on appropriate occasions. If the military personnel concerned recognize the civilian as an officer of the inactive Naval Reserve, it may be deemed appropriate for the military to render the hand salute even though the inactive Reserve officer is in civilian clothes. This is a matter within the discretion of the individual concerned. However, it is also considered that the proper action on the part of the inactive Reserve officer in civilian clothes would be not to salute, but to render some form of acknowledgment such as nodding the head coupled with a greeting ("Good morning," etc.). For a complete summary of rules of naval courtesy, see* ALL HANDS, *July 1949, p. 27.* — ED.

Criminal Investigation

SIR: I am taking a very complete course in criminal investigation and would like to know if there are any branches of the Navy that need men who have this knowledge? — W.C.C., BM3, USN.

• *No. However, your knowledge of criminal investigation could be of possible use if you are ever assigned shore patrol duties.* — ED.

Stars and Status of Stack

SIR: What campaign ribbons and battle stars are authorized for personnel who served aboard USS *Stack* (DD 406) from 20 Nov 1939 until 12 Dec 1945? What is the status of USS *Stack?* — W. W. P., YNCA, USN.

• *Personnel serving aboard* USS Stack *during the period you mention are authorized to wear the following medals: American Defense Service Medal with bronze "A", Asiatic-Pacific Campaign Medal with 12 stars and the Philippine Liberation Ribbon with two stars.* USS Stack *has been striken and disposed of.* — ED.

Wants Old Rate Back

SIR: I held the rating of QM3 for three years and two months before being separated from the naval service after 60 days terminal leave with a dependency discharge. Counting my terminal leave, I reenlisted 10 days after the expiration of the maximum three months required for unbroken service. Under these conditions is it possible for me to be reinstated in my QM3 rating?—W. H. R., QMSN, USN.

• *No, but you are eligible for advancement in rating as are all enlisted personnel.* — ED.

Retirement Requests

SIR: I will complete 30 years' day-for-day active service on 6 Apr 1950 and I'm planning to retire on or about that date. Must I wait till 6 Apr 1950 to submit my request for retirement or may I submit a request six months prior to that date?

Likewise, to be eligible for transfer to the Fleet Reserve after 20 years' service, must one wait until he has completed 19 years and six months of service or can one submit his request when he has completed 19 years' service?—C. R. E., RMC, USN.

• *You won't have to wait till you have completed 30 years' service to submit your request for retirement. Two months in advance of prospective date of retirement would be about right for submitting your request.*

Requests for transfer to the Fleet Reserve also may be submitted ahead of time. They should not, however, be submitted more than a year in advance. —ED.

Sea Pay and ComRats

SIR: I would like to know if a married man drawing sea pay would be eligible to draw commuted rations if he is living on the beach with his family. — D.W., RMSN, USN.

• *There is no prohibition against concurrent credit of commuted rations and sea and foreign service duty pay provided both such credits are otherwise proper.* — ED.



USS *STACK*—Veteran of Guadalcanal and other rugged Pacific fighting has been stricken.

Regs Concerning Retired Personnel

SIR: Will you please help us settle an argument concerning retired servicemen who are drawing government pensions?

(1) If a retired sericeman is sentenced by a civil court to serve imprisonment, will he still be entitled to receive his pension while he is serving his sentence?

(2) Can a retired man be tried by a military court?

(3) In what cases, if any, can a retired man drawing a pension lose his pension?—N. W., SD1, USN; S. C., TN, USN; H. R. C., SD3, USN.

• *In answering the first two of these questions, we are concerned with the categories of retired enlisted personnel, which we shall call "category 1" and "category 2."*

Category 1 consists of enlisted personnel retired after 30 years' naval service and carried on the regular retired list. These people were members of the Regular Navy at the time of their retirement.

Category 2 is composed of the following enlisted personnel:

• *Those who have been transferred to the retired list of the Regular Navy after a total of 30 years' combined service in the Regular Navy and in the Fleet Reserve (or the former Fleet Naval Reserves of the Naval Reserve and the Naval Reserve Force).*

• *Enlisted personnel transferred to the retired list of the Regular Navy from the Fleet Reserve because of physical disability.*

• *Those transferred to the honorary retired list of the Naval Reserve without pay.*

Now to get to your questions —

(1) For personnel in category 1, conviction and imprisonment by civil authorities does not of itself terminate the right to receive retired pay. The retired pay, in this case, is not conditioned on the continued good behavior of the recipient.

Personnel in category 2, however, may be discharged in the discretion of the Secretary of the Navy, "when sentenced by civil authorities to confinement in a State or Federal penitentiary as a result of a conviction for a felony." In that case, the retired pay would be halted.

(2) A retired enlisted man in category 1, not on active duty, cannot be tried by court-martial nor can he be recalled to active duty in order to be tried by court-martial.

Personnel in category 2 are at all times subject to the laws, regulations and orders for the Government of the Navy. They may be ordered tried by court-martial for offenses within the jurisdiction of the Articles for the Government of the Navy.

Retired enlisted men of both categories may be recalled to active duty by the Secretary of the Navy in time of war or when a national emergency exists.

While on active duty, all retired enlisted men are, of course, subject to the Articles for the Government of the Navy. They may be tried by court-martial for violations of law committed while on active duty and discharged from the naval service pursuant to the sentence of such court-martial as a punishment for such offenses.

(3) There are no provisions of law or decisions of the courts or the Comptroller General of the U. S. which specifically cover the loss of retired pay due an enlisted man. The decisions in three court cases held that where the salaries of officers and employees of the Government are regularly appropriated for, such salaries cannot be checked without specific authority. The Judge Advocate General of the Navy therefore considers that the pay of retired enlisted men, regularly appropriated for, may not be lost by the retired enlisted man without special authority of law. Discharge from the U. S. Navy or the U. S. Naval Reserve would, of course, terminate all right to retired pay. — And retired personnel in category 2 can be discharged, as is pointed out in the answers to questions (1) and (2), as can those in category 1 when called back to active duty during a national emergency.

If you're going to get in trouble in civilian life, you had better put yourself in category 1, first, by serving 30 years in the Regular Navy. It's best to stay out of trouble, though — either in the Navy proper or on the retired list. — ED.

Info on Class A JO School

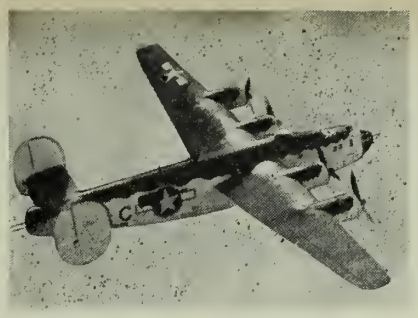
SIR: For some time now I have been trying to get some information on requirements for the Class A Journalism School. I have attended one Class A School in this enlistment and am under the impression that I cannot attend another one without extending or reenlisting. Is this correct? — H. W. M., YNSN, USN.

• *No. You can normally attend only one class A school in any number of enlistments, inasmuch as the Navy does not consider it practicable to train a man in one rating, then have him switch to another. The only personnel eligible for the Naval School, Journalists, Class A, are JO3, SN, SA, FN and FA.* — ED.

Change YN Rate to PN

SIR: Is it possible for a rated yeoman to (1) attend Class C-1 Personnel Man School and (2) subsequently change rating to personnel man? — P. K. G., YN2, USN.

• *(1) Waiver of rating requirements for entrance into Class C-1 PN School will only be granted to yeomen of pay grade 4 who have not attended Class A PN School. (2) Yes, when school has been satisfactorily completed.* — ED.



LIBERATOR — Flown by VPB-117 out of the Philippines during December 1944.



PRIVATEER — First flown in combat by VPB-118 during the early months of 1945.

VPB-117 Flew Liberators

SIR: In the March 1949 issue of ALL HANDS you quoted VPB-118 as being the first PB4Y-2 squadron to fly in overseas combat from 10 Jan 1945 until 25 July 1945. I am not contradicting your dope but I wish you would check on VPB-117 and see if they operated off the beach in Leyte Gulf during December 1944. I am not familiar with planes and squadrons but I do remember VPB-117 as a PB4Y-2 squadron at that particular time. — R.L.S., RM2.

• *Your memory of VPB-117 operating in the Philippines during December 1944 is correct. It was the first Navy shore-based long-range squadron in the area. However it was equipped with PB4Y-1s* (Liberators), *not PB4Y-2s* (Privateers). *VPB-118 remains the first squadron to take* Privateers *into action.* — ED.

National Guard Service

SIR: I enlisted in the Tennessee National Guard on 9 July 1929 and served five years and four months. I enlisted in the U. S. Marine Corps on 11 Apr 1938. (1) Does the National Guard time count on 30 years retirement? (2) Do I rate hash marks for this National Guard time? — L.R.W., USMC.

• *(1) No. Active service performed in a State National Guard is State service, therefore it does not count as active Federal service, unless such service was performed as a part of the U. S. Army. (2) No. Service stripes are authorized for prior honorable service in the Army, Navy, Marine Corps or Coast Guard when serving with the Navy — but not for National Guard service.* — ED.

We're Outmaneuvered

SIR: I question your assertion on page 30 of the August 1949 ALL HANDS that the maneuver described as a "Williamson Turn" was originated in 1942 by a lieutenant of that name then on active duty.

At least as early as 1915 the commanding officer of USS *New York* (Captain Hugh Rodman, USN, later admiral) instructed his junior officers in the use of this maneuver, and how long before that time it may have been in use throughout the Navy I couldn't begin to estimate.

While the date of origin — and the name of the originator — may be lost in the obscurity of passing time, it is certain that first use of the maneuver was *not* anything recent. — J.E.D., CAPT, USN(Ret).

• *It appears that* ALL HANDS *dropped the mooring board with the statement that Lieutenant John A. Williamson "originated" the maneuver now used in recovering a man overboard (see* ALL HANDS, *August* 1949, *p.* 30).

From Rear Admiral T. L. Sprague, USN, Chief of Naval Personnel, (and several other flag officers) comes the gentle reminder that the maneuver was used long before World War II — or World War I for that matter. He says, "It was called a 'Torpedo Boat Turn' in those days and still is. While we are on the subject, 70 degrees is too far to turn most ships, particularly carriers and battleships, and then there's the wind to take into account, too. Sixty degrees is better. She'll go 10 degrees past anyway, before the reverse rudder stops her swing. In the days of wooden ships and iron men, they 'jibed' to accomplish the same result."

It seems the evolution was *used in* 1942 *at the Submarine Chaser Training Center, Miami, Fla. — but* not *for the first time. As one letter writer states: "In addition to Navy use of the turn . . . I warrant that every third mate and above in the merchant service throughout the world knows the maneuver — but doesn't know it as the Williamson Turn. . . ."*

Whatever you call it, ALL HANDS *has executed the maneuver and is steady on the reverse course.* — ED.

Merchant Marine Ribbons

SIR: I served in the Merchant Marine during the latter part of World War II and earned the right to wear various campaign ribbons. Is it permissible to wear these ribbons on my naval uniform? — C.E.B., SA, USN.

• *Yes. In accordance with Uniform Regulations, Merchant Marine ribbons may be worn on the naval uniform after all other American ribbons. They are worn in the order prescribed by the Maritime Service.* — ED.

Ship Reunions

News of ship reunions and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS LST 845: The second biennial reunion of all personnel who have served on board this ship will be held at the Morrison Hotel, Chicago, Ill., on 16-18 June 1950. All former crew members should contact LST 845 Reunion Committee, 2011 North Illinois St., Indianapolis 2, Ind.

• *National Eniwetok Veterans:* Former members of the 110 Seebees, 136 Seebees, 126 Seebees, NOB, NAB, CASU (F) 35, ACORN 22 Boat Pool participatd in a reunion of Eniwetok veterans held in Chicago at the La Salle Hotel in August. Information on this reunion arrived too late to appear in an earlier issue. For information on future reunions contact N. O. Bigley, 237 Grant Street, Ottawa, Ohio.

• *University of Washington NROTC:* Reunions and functions of this unit welcome all former Compass and Chart members. For information write to Mrs. Grace Woodward, NROTC Headquarters, University of Washington, Seattle 5, Wash.

• *123rd Seabee Battalion:* First reunion of this unit was held in Chicago, Ill., last month. Notification arrived too late for publication in this column. For future meetings contact Jack Barrett, 3651 N. Janssen Ave., Chicago, Ill.

• USS *Butte* (APA 68): A reunion is planned in St. Louis, Mo., during 1950 of all personnel who served aboard this vessel. Former crew members are urged to contact Robert Bradbury, 1145 Diaz Street, St. Louis 23, Mo.

• *LST* 845: The second biannual reunion of all personnel who served aboard this vessel will be held at Morrison Hotel, Chicago, Ill., on 16-18 June 1950. Former crew members contact LST 845 Reunion Committee, 2011 North Illinois Street, Indianapolis, Ind.

• USS *Ommaney Bay* (CVE 79): A reunion is proposed for all personnel attached to this ship and VC-75. The reunion is scheduled for 4 Jan 1950 to commemorate the fifth anniversary of the ship's sinking in the Northern Sulu Sea. All personnel who served in this vessel are urged to contact Lieutenant (junior grade) John H. Cassidy, USN (Ret.), 64-36C 186th Lane, Flushing, N. Y. Suggestions as to time and place of the reunion would be appreciated.

It Does Knot Seem Possible

SIR: Is there anyone in the Navy who can tie 1,000 knots in 500 seconds? — S. R., USN.

• *None of the sources we researched could produce anyone claiming such a knot-tying record. Your question did, however, start quite a controversy over just what type of knot could be tied at the rate of 2 per second for over 8 minutes. The majority seem to agree that it might be possible to accomplish the feat if tying simple overhand, half-hitch or slip knots. If you, or anyone else in the Navy, can tie 1,000 knots in 500 seconds* ALL HANDS *would like to know about it.* — ED.

The Word on Commission Pennants

SIR: Is there any definite reason for a commission pennant having seven or 13 stars? What publication would give me information concerning pennants and flags? — A. J. E., QM2, USN.

• *These pennants date from the earliest days of our Navy and, up until 1933, they ranged in length from 70 feet down to the smallest which was four feet in length. The larger sizes had 13 stars and the smaller sizes had seven. The increased use of anti-aircraft guns and other equipment topside made it undesirable to fly the large pennants so on 30 Aug 1933 the Chief of Naval Operations approved two sizes, (7) which is four feet and size (6) is six feet. Each contains seven stars which have no special significance other than providing the most desirable display. A new edition of "Flags of the United States and other Countries," now in preparation, will have an article on the commission pennant.* — ED.

Does Your Cigarette Taste Salty?

SIR: Recent tests between tax-free (sea stores) cigarettes of a certain brand and the same brand cigarettes purchased ashore here seem to indicate a difference in the taste, burning rate and texture of ash. (1) Is there any difference in quality or ingredients of the cigarettes sold tax-free (seas stores) and tax-paid (ashore)? (2) What is the estimated difference in storage time before sale in each case? — C.F.L., RMC, USN.

• (1) *The manufacturers have assured the Navy that all cigarettes are manufactured in exactly the same manner and are packaged before shipments are scheduled as tax-free or tax-paid.* (2) *The sea stores warehouse stocks are usually kept within a* 30 *day supply and stores ashore may restock as frequently as once every two weeks. Naturally an unduly long storage period will effect the quality of a cigarette and it is for this reason that every effort is made by sea stores warehouses and stores ashore to obtain fresh supplies as frequently as possible.* — ED.

Status on Retirement

SIR: I have held a temporary rank of machinist since 15 Nov 1944. I expect to revert to my permanent rate, BTC, on 1 Feb 1951. (1) If I go into the Fleet Reserve will I be rated as BTC with BTC pay, or will I be a machinist with privileges of machinist and draw pay for BTC? (2) What will my status be on retirement after 30 years? — M.E.M., MACH, USN.

• (1) *Upon your transfer to the Fleet Reserve you will be reverted to your permanent status as BTC with the pay of BTC.* (2) *Temporary officers after being retired in permanent enlisted rating are advanced to the highest grade and rank in which they served satisfactorily under temporary appointments. You will receive retired pay computed in accordance with formulas shown in BuPers-BuSandA joint letter dated* 20 *Jan* 1948 (*NDB,* 30 *Jan* 1948) *based upon the pay of the higher rank.* — ED.

Shellback's Record

SIR: I would like to know what I must do to have entered in my record that I am a shellback. I was aboard USS *Midway* (CVE 41), later changed to USS *St. Lo.* (CVE 63). By transcript of service I was attached to VC-65, from 14 July 1943 until 13 Nov 1944. At that time I was in the Naval Reserve. The ship was sunk in the Philippines in October 1944.

I would also like to know what the chances are of getting on a ship that is making a world cruise. — J. L. C., AD3, USN.

• *If a man has been initiated a "shellback" upon crossing the equator, and the commanding officer of the ship in which the man is attached upon crossing has so stated by an entry on page nine of the man's service record that he has qualified as a "shellback," then a request may be made to the Chief of Naval Personnel via his present CO that a certified copy of this page be prepared and forwarded for inclusion in his present service record. This appears to be the procedure that should be followed in your case. This does not mean that BuPers will issue the actual certificate to the man. This is issued only by the CO at the time of crossing. Due to the tremendous workload it would involve, BuPers will not issue or reissue these shellback certificates.*

Concerning world cruises, the only vessel currently making world cruises are the AOs, and these are not on a scheduled basis. New runs are given the oilers each time they report back to their home base. (San Francisco) and circumstances at the time cover whether or not they make their cruise to several different ports around the world. There are no billets in the complement of an AO for an AD3. — ED.





ENCLOSED engines make possible repairs while in flight (left). Right: 'Joe' is served in upper deck galley of mock-up.

Giant Blimp Will Hunt Snorkel Subs

NOW under construction, the Navy's newest blimp, ZPN, will be the largest non-rigid airship ever built and has been designed to carry a bigger load a greater distance than ever before.

The shore-based, long-range airship will carry the latest scientific equipment that will enable it to perform a variety of tasks, including the combat of snorkel submarines.

Overall length of the new blimp is 324 feet with an 87-foot control car. Moored on a regulation football field, the blimp would stretch from goalpost to goalpost.

Two seven-cylinder Wright engines, housed inside the control car, provide speeds up to 75 knots. Two controllable-pitch propellers will be mounted on outriggers from each side of the gondola.

While being capable of speed and long range patrol over large ocean areas, the new blimp can also hover over one spot.

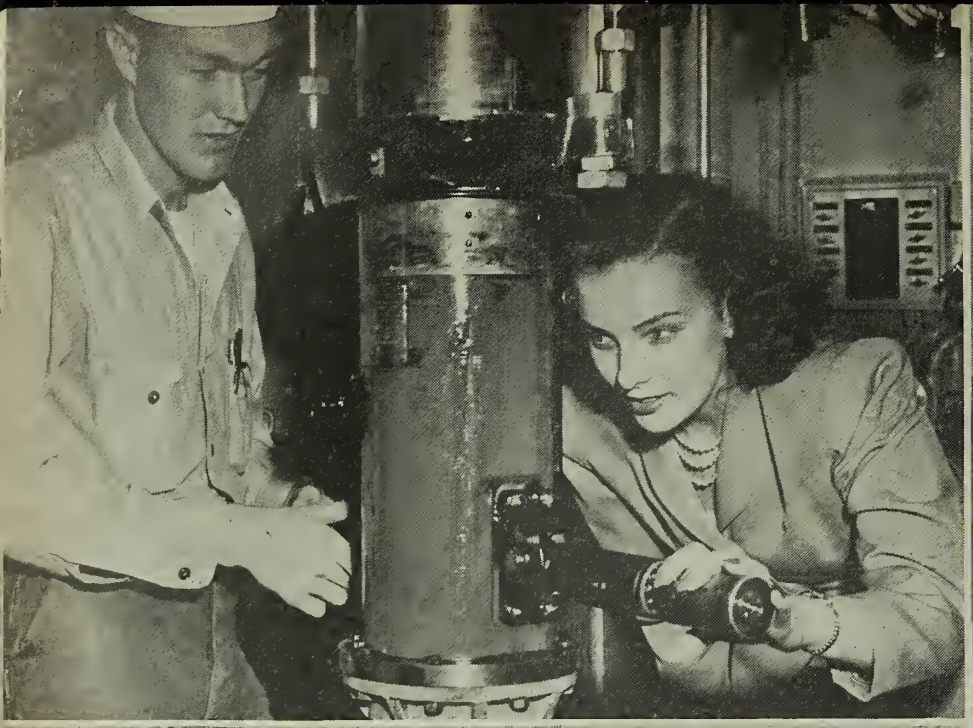
Special equipment on board the airship will permit it to refuel in flight by dropping a fuel line to a surface ship, and to reballast by scooping water from the ocean. Flight controls will be manual or automatic, and the tricycle landing gear will be retractable.

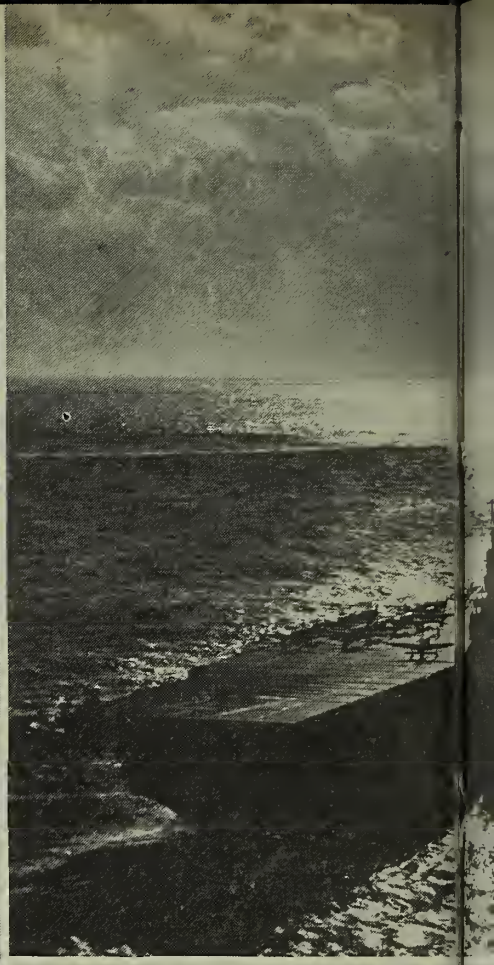
Non-rigid airships are classed by the capacity of the bag. The N-type PZN's 875,000 cubic foot capacity exceeds that of the M-type (700,000 cubic feet) long range patrol blimp, and nearly doubles the capacity of the K-type (456,000 cubic feet) work horse of World War II.

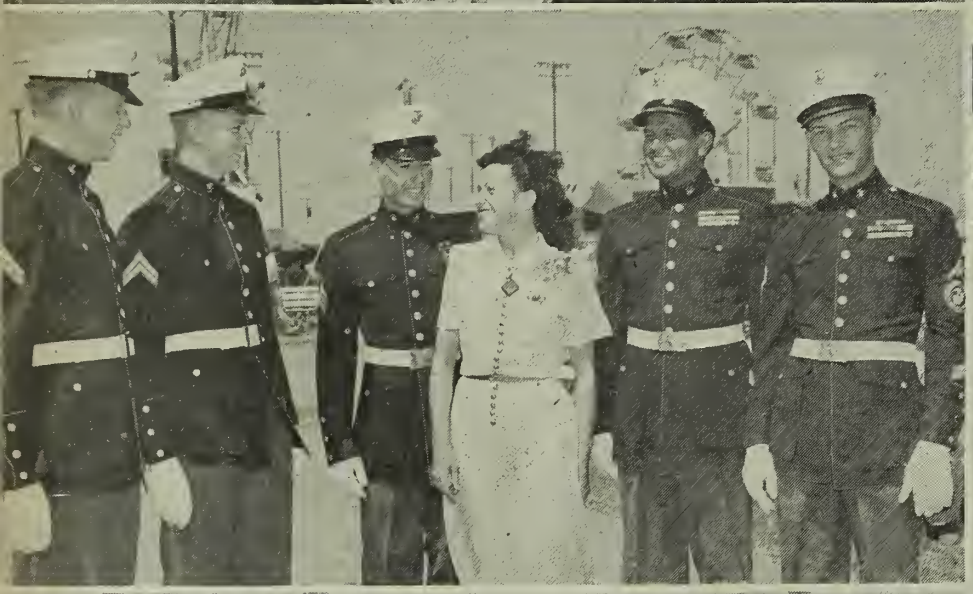




CHOW DOWN in crew's quarters on upper deck of control car (left). A general view of the life-sized mock-up.











TODAY'S NAVY



Roper Named Chief of Naval Personnel, McMahon Deputy; Sprague ComAirPac

Two major naval organizations underwent changes of command this month and last.

Vice Admiral Thomas L. Sprague, USN, was relieved as Chief of Naval Personnel by Rear Admiral John W. Roper, USN. Vice Admiral Sprague moved up to the position of Commander Air Force, U. S. Pacific Fleet — as the relief of retiring Vice Admiral Harold B. Sallada, USN — and became vice admiral at that time.

Vice Admiral Sprague served as Chief of Naval Personnel since February 1947. Prior to this duty he was assigned to fleet aviation activities almost continuously for 26 years, commanding several carrier task forces during the war.

Rear Admiral Roper held the position of Deputy Chief of Naval Personnel for 31 months prior to being appointed head of the Bureau of Naval Personnel by the President.



VADM
Thomas L. Sprague



RADM
John W. Roper

Commissioned in 1918, he served on board many types of vessels and on the staffs of several fleet, force and type commanders. During the early part of World War II he was executive officer of USS *Chicago* (CA 29) and was operations officer on the staff of Commander South Pacific Force. Later, while serving as aide to the Secretary of the Navy, he participated in the invasion of the South Coast of France. He commanded USS *Wisconsin* (BB 64) during the assault and occupation of Okinawa and while she was a unit of the Third and Fifth Fleets, raiding the home islands of Japan.

New Deputy Chief of Naval Personnel is Rear Admiral Frederick W. McMahon, USN. Prior to his current duty Rear Admiral McMahon was Director, Aviation Personnel, Office of the Chief of Naval Operations. Rear Admiral McMahon has a background of many years of service in fleet aviation activities, commanding an escort carrier in the Pacific during World War II.

← The Navy in Pictures

SILHOUETTED against the sun, USS *Philippine Sea* stands out for another port of call during a goodwill tour of northern Mediterranean (above right). Top left: Crew member of USS *Dentuda* conducts Marvene Fischer, 'Miss Wisconsin,' on tour of the submarine. Center left: Marines from MCAS El Toro serve as honor guard for 'Queen for a Day,' Anna Pasquino. Below left: Members of Navy's record-breaking Berlin airlift squadrons return from Germany on *General Maurice Rose*. Lower right: Fond alohas are waved to Reservists aboard USS *John A. Bole* leaving Pearl Harbor on return voyage to Seattle, Wash.



YESTERDAY'S NAVY



November 1942, 32 Nip planes attacked USS South Dakota; 31 planes were shot down. CDR Richard E. Byrd took off on a 1600-mile South Pole flight 28 Nov 1929. Marine Corps temporarily organized 10 Nov 1775.

NOVEMBER 1949

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			



HONOR of flying battle efficiency pennant for 1949 has been won by 65 ships and 13 aircraft squadrons.

Reserve Submariners

Two groups of Organized Submarine Naval Reserve officers graduated from a special four-week course at the U. S. Submarine Base, New London, Conn., this summer. The first class consisted of 16 students and the second, of 21.

Approximately 40 per cent of the schooling received by the Reserve submariners consisted of on-board training. The remainder was given in classrooms ashore. The study afloat took place aboard conventional fleet type submarines and the latest guppy-snorkel type.

This phase gave the officers an opportunity to apply in real life what they had learned in the classroom and through correspondence courses. It was concerned primarily with problems in ship handling, attack plotting, navigation and piloting, and serving as diving officer of the submarine.

During the four weeks of intensive instruction the Reservists were familiarized with the construction, design and compartmentation of submarines. They learned the propulsion and electrical systems and the operations of radar and sonar equipment. They pored over fuel system charts and the complex compressed air and ballast systems. Altogether, the training was considered adequate to equip Reserve submarine officers to assume the duties of junior watch officers, in the event of mobilization.

Motel Aids Service Families

"Greatest single cause of financial distress to Navy families here," says an announcement from Great Lakes Naval Training Center, "was the expense of getting settled when first reporting."

The change to past tense occurred only recently, after a 21-family "motel" opened its doors to provide 30 days housing for newly arrived service families.

During that time, the new men can look around and find suitable permanent housing. Another use of the "motel" is to provide a place to stay long enough for men leaving the station to arrange for shipping household effects.

The building is a former CPO quarters, converted by station personnel after six weeks of steady work. Eight single rooms, seven bedroom-living room suites, and eight suites of two connecting bedrooms are contained in the structure.

Accomodations are hotel-type, except that the baby's milk can be heated in the building and coffee is almost constantly brewing in the recreation lobby. A laundry room is available and tenants do their own house cleaning.

Because the "motel" is listed as public quarters, quarters allowance is withheld from pay. But Navy men reporting on duty are more than happy about the situation.

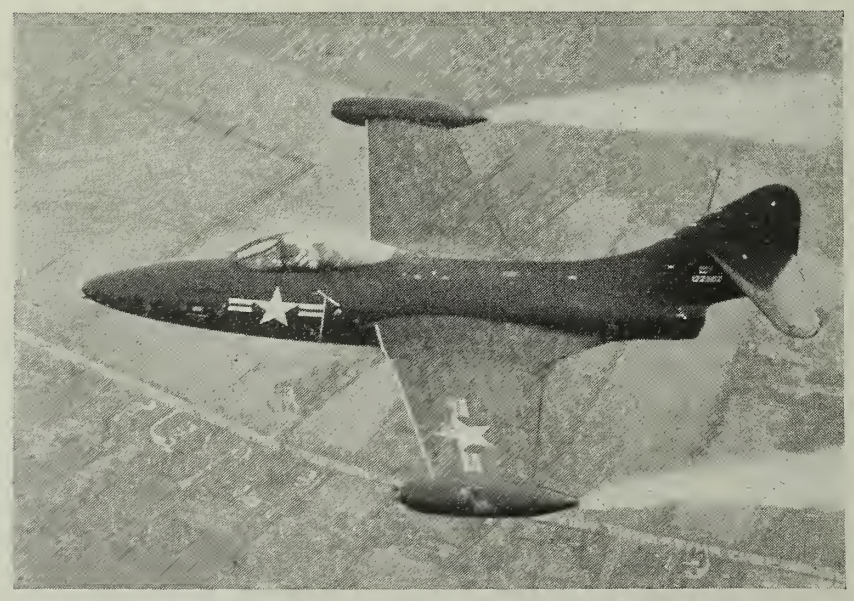
Through the new housing plan, they are saved the expense of putting up their families in a downtown hotel. They also have more time to look around for permanent rental housing, rather than take the first available.

The Great Lakes Navy Relief Society had noted the needlessly high number of families who had gone past their means during the first weeks of reporting, finding a place to stay, and settling down.

The new "motel" will be easy both on Navy Relief loan funds and on the family budget.



FAMILY AFFAIR—Lolita New, DT3, is visited by her mother, WAF Sgt Mary E. New, at NAS Oakland.



NON-DROPPABLE wing tanks on Navy's F9F-3 *Panther* have provision for jettisoning fuel in less than 40 seconds. Plane's speed eliminates fire hazard.

30 Years of Aviation Duty

The month of October 1949, marks 30 years of continuous duty in naval aviation for L. A. Brown, ADC, USN, leading chief of Patrol Squadron 44 (VP-44), based at NAS Coco Solo, C.Z.

"Brownie" entered the Navy in 1919 as an apprentice seaman for landsman and received his first "big boat" training on the famous NC-4 type aircraft during 1920.

An integral part of the air arm since its early days, Chief Brown's career reads like a history of naval aviation. He recalls flying in the "old days" with Lieutenant (junior grade) Thomas L. Sprague – now Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel.

Thirty years ago he worked on aircraft engines which developed a maximum 400 horse power. Now the engines powering planes in his squadron, VP-44, are rated at 2,000 horse power.

Memorial Services Held

One day during World War II a man aboard the destroyer escort USS *Underhill* (DE 682) wrote his father a letter, and in it he said that he wished the crew of his ship could always stay together. On 24 July 1945 Underhill was sunk off Okinawa. Almost half the 234-man crew perished with the ship, and among those lost was the writer of the letter mentioned here.

Each year, however, the survivors are together again for a little while – as far as is possible. On the anniversary of the ship's sinking a memorial service is held at the chapel of the Naval Academy, Annapolis, Md. Surviving crew members of the ship, along with parents, families and friends of the deceased attend. After the service, bereaved families from all over the U. S. meet and learn to know survivors of the Underhill sinking and their families.

The chaplain who officiated at this year's memorial service stated in part, "Suffering is the supreme mystery in the world, and life's heart-rending experiences cannot be escaped."

Academy Alumni Association

Those eligible for membership in the U. S. Naval Academy Alumni Association are reminded that dues for the year 1949-50 are now receivable.



USS *FISKE* (DD 842)—Her razor-sharp crew receives the Marjorie Sterrett Battleship Fund prize as being most deserving in the entire Atlantic Fleet.

Annual Sterrett Award Goes to 2 Tin Cans

The Marjorie Sterrett Battleship Fund prize has been awarded USS *Fiske* (DD 842) and USS Newman K. Perry (DDR 883). (See ALL HANDS, September, 1949, p. 52.)

The prize is awarded annually to one ship in each of the Atlantic and Pacific Fleet qualifying for a battle-efficiency pennant. It will be awarded to these vessels for the benefit of their enlisted personnel. The money will be placed in the ship's recreation funds and earmarked for expenditure for athletic equipment, prizes for athletics, repairs to athletic equipment, furniture and equipment of crew's recreation rooms, dances, picnics, musical instruments and phonograph records. It cannot be used for other purposes.

The "Marjorie Sterrett Battleship Fund" originated in 1917, when thirteen-year-old Marjorie Sterrett of Brooklyn wrote to the *New York Herald Tribune* enclosing her weekly allowance of 10 cents to help buy a battleship. A campaign was conducted by the *Herald-Tribune* and other newspapers, raising a total of $22,178.57. The annual prize to the two most deserving ships (one in each Fleet) winning battle-efficiency pennants consists of the income from the fund. The Chief of Naval Operations selects these two vessels from the records of battle-efficiency competition.



USS *NEWMAN K. PERRY* (DDR 883)—Receives award in Pacific Fleet. To be eligible for prize, ship must be battle-efficiency pennant winner.

U. S. Ships Visit Spain

For the first time in 13 years, U. S. Navy vessels are anchoring in Spanish harbors and U. S. sailors are going on liberty in Spanish towns.

Recently four ships of the Mediterranean and Eastern Atlantic Fleet, under the command of Admiral Richard L. Conolly, USN, CincNELM, steamed into the harbor of the coastal city of El Ferrol, Spain's principal naval base. Crew members were granted liberty to visit the city and surrounding areas.

The four vessels visiting the Spanish port were USS *Bordelon* (DD 881), USS *Stribling* (DD 867), USS *Juneau* (CL 119), and USS *Columbus* (CA 74). The informal visit followed tactical exercises in the Mediterranean. Its purpose was to give U. S. Navy men the opportunity to visit another interesting foreign port.



EFFICIENT and alert boat crew brings barge of ComCruDiv 4 smartly alongside USS *Juneau* (CL 52) during the division's visit to port of Naples, Italy.

Navy Literary Contest Winner

Winner of the 1949 Navy Literary Contest is Major Andrew C. Geer, USMCR, of San Francisco, Calif. Selected by the judges as the first prize winner was his novel, *The Sea Chase*, which tells of the return voyage of a German merchant ship after eluding internment in Australia during World War II.

Major Geer's entry was one of 65 submitted by Navy and Marine Corps personnel on active duty in the third annual contest held by the Navy. He received the first place award — a fellowship to the Bread Loaf Writers' Conference at Middlebury, Vermont, where each year many of the nation's outstanding writers, editors and publishers gather for two weeks. Major Geer was issued temporary additional duty orders to attend the conference. His prize-winning novel has been published by Harper & Brothers.

An alumnus of the University of Minnesota, Major Geer joined the British Army soon after the outbreak of World War II, and saw service in India, Syria and Africa. When the United States entered the war he was released by the British and joined the U. S. Marine Corps as a captain. He participated in the Saipan and Iwo Jima invasions as a Marine. Major Geer is presently stationed at Marine Corps Headquarters, Washington, D. C.

Accompanying Major Geer to Bread Loaf will be Lieutenant (junior grade) Arnold S. Lott, USN, who was one of the two winners of the Navy Literary Contest last year. LTJG Lott was unable to attend the conference after winning last year as he was in the Arctic at the time as a member of the Point Barrow Resupply Expedition. The other first-place winner in last year's contest was H. O. Austin, JOC, USN, an ALL HANDS staff writer who went to the conference in 1948.

Exercise MIKI

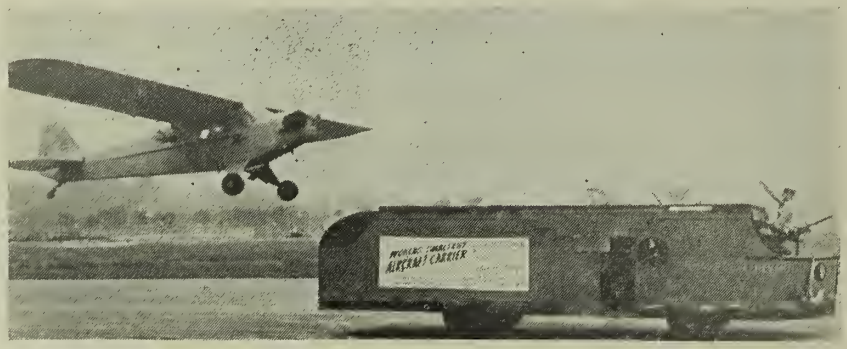
One night this fall — exactly which night is top secret — the darkened harbors of West Coast ports will blanket the muted sounds of thousands of soldiers and Marines boarding Navy transports. A massive array of tanks, amphibious craft, guns, etc. will be hoisted on board and over 100 naval vessels, ranging from landing craft to aircraft carriers, will sneak out to sea.

Somewhere far out at sea they will rendezvous to form the United States First Task Fleet. Its mission: To "attack" by amphibious landings and "capture" the island of Oahu, T. H., being held by an "aggressor" force.

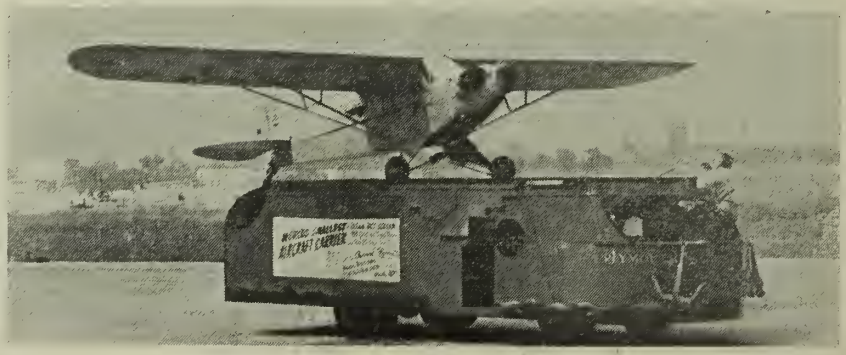
All phases of the mammoth peacetime training operation will be conducted with wartime realism and secrecy. The date of departure from the mainland for the assault on Oahu is a closely guarded secret.

Already large scale training operations are underway in preparation for the "invasion." At the Army's Fort Lewis (Wash.) thousands of soldiers are being taught to scramble up and down cargo nets the way their older brothers did during World War II. Navy and Marine Corps officers are burning midnight oil going over the thousands of details connected with a major joint amphibious operation.

While the bulk of the amphibious



MIDGET FLAT TOP—LCDR Richard Schram, USNR, gets the cut and comes aboard the world's smallest carrier during an air show at NAS Glenview, Ill.



troops will come from Fort Lewis, many other units of specialists will come from Fort Worden, Wash.; Fort Meade, Md.; Aberdeen, Md.; Fort Benning, Ga.; St. Louis, Mo.; Fort Jackson, S. C.; Fort Hamilton, N. Y.; Camp Stoneman, Calif.; Denver, Colo.; and Fort Bragg, N. C.

Meanwhile Oahu is stiffening its defenses in anticipation of the "invasion." Lieutenant General Henry S. Aurand, USA, head of Army forces in the Pacific, commands the "aggressor" force that is supposedly holding the island, and will direct its defense against the amphibious assault. Submarine and Navy air searches are being intensified and Oahu is humming with activity as the "enemy" digs in for a stubborn defense.

Vice Admiral Gerald F. Bogan, USN, will command the invasion fleet. Amphibious troops will be commanded by Major General Harry J. Collins, USA. General Mark W. Clark, USA, is in overall command of "Exercise MIKI," the joint operation designed to dislodge an imaginary "aggressor" force from the Hawaiian Islands. Altogether, over 40,000 soldiers, sailors and marines will be involved in the exercise.

Former EM Retires

A former enlisted man whose naval career reads like a small-scale history of the modern Navy has retired after 30 years' service.

Lieutenant Commander Joseph E. Ardeeser, USN, 48, enlisted in 1919 in Washington, D. C., his hometown, and thereby got in on the ground floor of naval aviation in which in later years he spent most of his time.

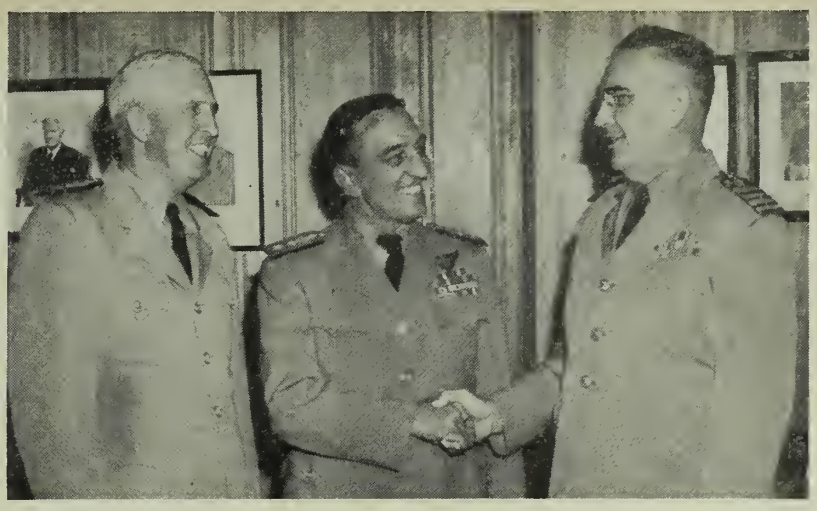
As a young man, he served in aircraft squadrons of the Scouting Force operating on the East Coast and in Central American waters for two years. Those were the infant days of the naval air arm, the arm which developed into the mighty force which played a major role in bringing Japan to her knees in World War II.

An interesting variation in his career came when as an enlisted man he was assigned to duty with the Army Quartermaster General in Washington, D. C. This was the equivalent of present-day unification with its interchange of personnel for limited periods between the services.

In the years following, LCDR Ardeeser served in USS *Wyoming* (AG 17, then BB 32) while Admiral William F. "Bull" Halsey was in command; in USS *Patoka* (AG 125, then AO 9) 1927-30; at Naval Receiving Station, Washington, D. C., 1930-32; on the staff, Governor of American Somoa, 1932-34; in destroyers of the Battle Force, 1934-36; in Patrol Squadron 15 and Patrol Wing 5, 1936-38; at Fleet Air Base, Coco Solo, C. Z.; and in the office of the Chief of Naval Operations, Washington, D. C., 1939-42.

Commissioned soon after the outbreak of the war, he served with Fleet Air Wing 5 and then as an aide to the Commandant, NOB Newfoundland, and at NAS Corpus Christi, Tex., before going to the European theater with Fleet Air Wing 15 in 1944.

He had been staff personnel officer for the Chief of Naval Air Advanced Training prior to his retirement. LCDR Ardeeser holds four letters of commendation awarded by CNO and by fleet commands.



RETIRING Chief of Chaplains, RADM W. N. Thomas, and RADM T. L. Sprague, Chief of Naval Personnel, congratulate RADM S. W. Salisbury.

New Chief of Navy Chaplains Appointed

The Navy's Chief of Chaplains for the past four years, Rear Admiral W. N. Thomas, has retired after 31 years of active service.

Aside from his service as Chief of Chaplains, Rear Admiral Thomas is best known for his work at the U. S. Naval Academy. There he served approximately 15 years as chaplain or assistant Academy chaplain. Chaplain Thomas is a graduate of Millsaps College, Jackson, Miss., with B.A. and D.D. degrees. American University of Washington, D. C., conferred on him the honorary degree of Doctor of Divinity.

The new Chief of Chaplains is Rear Admiral Stanton W. Salisbury, CHC, USN. Rear Admiral Salisbury served as an Army chaplain during World War I, and has completed 28 years as a Navy chaplain. He is a graduate of the University of Omaha and the Auburn Theological Seminary.

Good Job Completed

Planes and crews of two Navy air transport squadrons, VR-6 and VR-8, are back home again after serving for seven-and-a-half months as part of the Berlin airlift.

Both squadrons joined "Operation Vittles" on 9 Nov 1948 and the first Navy R5D was in the Rhein-Main to Berlin airlift pattern 12 hours after they arrived.

During their part of the lift, the two squadrons logged a total of 45,990 hours in the air while delivering nearly 130,000 tons of "vittles".

Each flight crew spent an average of 12 hours on duty and members of both squadrons who completed 100 round trips in the airlift have been recommended for the Air Force Medal for meritorious achievement.

After the planes were cleaned and re-equipped at NAS Moffett Field, Calif., the squadrons returned to their regular assignments.



SHIPBOARD life now part of the past, a wistful Jim is presented a new leash and harness prior to being piped over the side to join his master.

Sea-Going Dog Gets Meritorious Mast

Jim, a trim, black cocker spaniel who is every inch a sailor, has been discharged from the Navy after 16 month's satisfactory service.

A veteran of cruises to Labrador, Newfoundland, Puerto Rico, Virgin Islands, Dutch West Indies and Cuba in LST 1032, Jim was put ashore to join his master, Arthur Mogel, BMC, who was released to the Fleet Reserve.

While the ship was at sea, Jim was kept plenty busy keeping up the morale of ship's company. His primary duty was listed as skylarking with collateral duties as watchdog. His duty station: the main deck.

At a meritorious mast held for the dog, his singular devotion to duty—and similar devotion to good food and lots of it—was recalled. Following the mast, he was piped over the side to rejoin his side-kick,

Jim was born at Norfolk in February 1948 and enlisted in the Navy shortly thereafter at the chief's suggestion. Released to the Fleet Reserve, he was presented by the members of the crew with a brand new set of "civvies"—a leash and harness of top grain leather.

Stratospheric Balloons

In anticipation of the not-too-distant days when Navy pilots may be flying at 99,000 feet, the Navy weathermen have been busy perfecting instruments that enable them to examine the weather at that altitude.

Using a new-type plastic balloon, scientists from the University of Chicago, working under an Office of Naval Research contract, sent their temperature and humidity recording instruments nearly 20 miles above the earth and obtained an accurate and detailed sounding of water vapor concentrations at that height for the first time.

Until now the Navy has been using radiosonde instruments attached to regular weather balloons to collect atmospheric data. (See ALL HANDS, June 1949, p.2). However, new-type Navy planes were beginning to fly above the maximum altitude these instruments could be depended upon, as they do not function properly in the low vapor concentrations and cold temperatures of the stratosphere.

A humidity measuring technique called "dew point hygrometry" is used in the new-type weather recorder. A transmitter attached to the balloon transmits information to receivers on the ground.

It was pointed out that in addition to its aid to flying, the new equipment will be able to collect information of great value to meteorologists.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral Oscar C. Badger, USN, Commander Naval Forces Western Pacific, ordered to Chief of Naval Operations, Navy Department, Washington, D. C. for duty.

Vice Admiral Arthur C. Miles, USN, Chief of Naval Material, ordered as Bureau of Aeronautics General Representative, Western District, Los Angeles, Calif.

Rear Admiral Thomas L. Sprague, USN, Chief of Naval Personnel, to relieve Vice Admiral Harold B. Sallada, USN, as Commander Air Force, Pacific Fleet.

Rear Admiral John W. Roper, USN, to relieve Rear Admiral Sprague as Chief of Naval Personnel.

Rear Admiral Frederick W. McMahon, USN, to relieve Rear Admiral Roper as Deputy Chief of Naval Personnel.

Rear Admiral Willard A. Kitts, III, USN, Commander, Training Command, Pacific Fleet, ordered as Commander, Naval Proving Ground, Dahlgren, Va.

Rear Admiral Henry S. Kendall, USN, Commander Fleet Air Quonset, ordered to duty with Shore Establishment Survey Board.

Rear Admiral William M. Callaghan, USN, Commander, Training Command, Atlantic Fleet, reported to Naval Operations for duty.

Rear Admiral Thomas B. Inglis, USN, Director, Naval Intelligence, ordered as Commander, Training Command, Pacific Fleet, for duty.

Rear Admiral Edmund T. Wooldridge, USN, Assistant Chief of Naval Operations, (International Affairs), ordered as Commander Destroyers Atlantic Fleet.

Rear Admiral Felix L. Johnson, USN, Commander Destroyers Atlantic Fleet, ordered as Director, Naval Intelligence, Navy Department.

Rear Admiral Daniel V. Gallery, Jr., USN, Assistant Chief of Naval Operations (Guided Missiles), ordered as Deputy Commander, Operational Development Force, Atlantic Fleet.

Rear Admiral Walter F. Boone, USN, Assistant Chief of Naval Operations, (Strategic Plans), ordered as Commander Carrier Division Five.

Rear Admiral John P. Womble, Jr., USN, Commander Support Group Naval Forces Far East, ordered to Naval Operations for duty.

Rear Admiral Grover B. H. Hall, USN, Commander Carrier Division



MOVIE version of Iwo Jima invasion stars 3 members of the original cast in the famous flag-raising scene.

14, ordered to Naval Operations for duty.

Rear Admiral Herbert E. Regan, USN, Chief of Staff and Aide to Commander, Naval Force, Western Pacific, ordered to nearest Fleet Air Command, Continental United States, for further assignment to duty.

Rear Admiral Joel T. Boone, MC, USN, General Inspector of Medical Department Activities, ordered to office of Secretary of Defense for duty.

Rear Admiral Clarence J. Brown, MC, USN, ordered as General Inspector of Medical Department, retaining present assignment, as Assistant Chief, Bureau of Medicine for Research and Medical Military Specialties, as additional duty.

Rear Admiral Cato D. Glover, USN, ordered as Commander Fleet Air Quonset.

Rear Admiral Earl E. Stone, USN, Chief, Naval Communications, Navy Department, ordered to duty with Joint Staff.

Rear Admiral John R. Redman, USN, Deputy Commander Western Sea Frontier and Deputy Commander Pacific Reserve Fleet, ordered as Chief, Naval Communications, Navy Department.

Famous Flag-Raising Filmed

Almost everyone in the U. S. is familiar with the famous picture showing five Marines and a Navy pharmacist's mate raising the American flag on lead-swept Mt. Suribachi. Soon, approximately six years later, they will get to see the epic incident recreated by the movies. Three of the cinema flag raisers will be men who took part in the original hoisting of Old Glory on Iwo Jima.

To California to take part in filming "The Sands of Iwo Jima" have gone Rene Gagnon of New Hampshire, Ira H. Hayes of Arizona and John Bradley of Wisconsin—the three men in the renowned photograph who survived the Iwo Jima campaign. John Bradley was the only Navyman in the group; the other two were Marines. Today, all are civilians.

Other personnel of the famous 5th Marines also are taking part in filming the new picture. In addition, the original flag which was raised on the mountain has been taken to California from the Marine Corps museum at Quantico, Va., for use in filming the historic scene. More than 2,000 Marines of Camp Pendleton, Oceanside, Calif., are lending their assistance in creating the production. John Wayne, the well known actor, is carrying the lead role.

This is the third instance in which Gagnon, Hayes and Bradley have helped to set the Stars and Stripes flying. The second was at a war bond rally in Chicago.

Marine Is Always a Marine

Believing that a marine is always a marine even if he leaves the corps, a new organization, the Third Marine Division Association, was established at Camp Pendleton, Oceanside, Calif.

Made up of former members of the wartime Third Marine Division, the association is open to any present or former marines who served at any time with the unit.

Major General G. B. Erskine, USMC, Commanding General of the First Marine Division and wartime commander of the Third Division, was elected acting president of the new association. The renewing of old friendships and, eventually, assistance to ex-members and their dependents, are the chief aims of the organization.

Applicants can send their names, addresses, and one-dollar yearly dues to the Secretary-Treasurer, Third Marine Division Association, Camp lished at Camp Pendleton, Calif.

A reunion has been planned for early in 1950 at which time permanent officers will be elected and the association incorporated. Date and place of the reunion will be announced later.

QUIZ AWEIGH

It should be a matter of pride for every Navy man to possess a thorough, sure knowledge of his branch of the service. One sure way to learn for yourself whether you're sharp or slipping is to stand from under and take a crack at this quiz every month. You should know the answers.



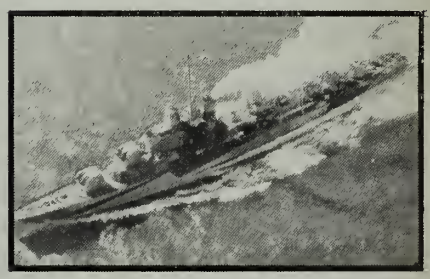
(1) The instrument through which this deck officer is squinting is (a) stadimeter (b) pelorus (c) theodalite.

(2) It is used (a) to track weather balloons (b) to determine distance between ships (c) to take bearings on approaching ships and identify them as friend or foe.



(3) This device identifies its wearer as (a) gunner's mate (b) expert gunner (c) gun captain.

(4) The device is (a) distinguishing mark (b) specialty mark (c) exclusive emergency service rating mark.



(5) Knifing along at nearly flank speed is USS *Shea*. Sharp eyes should help you identify her as (a) destroyer (b) light minelayer (c) destroyer escort.

(6) Conspicuously absent aft of the forward stack (a) are tarpedo tubes (b) is the catapult (c) are searchlight batteries.

ANSWERS ON PAGE 53

SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

OLD AGE, the leveler of the masses, will have ill effects no longer. On quartz crystals, that is.

Scientists of the Army Signal Corps have come up with a new process that does away with the tendency of quartz crystals, just like humans, to become old.

There's hope for longer life in crystals because they can take super-heating to 900 degrees Fahrenheit. After this, they are cooled very slowly.

Jubilant scientists at the Fort Monmouth, N. J. laboratory say the new process may revolutionize the whole quartz crystal industry – which is not an inconsiderable statement.

More channels on radio, television, and communications gear will be available, and overlapping or drowning out of stations by adjacent channels will be greatly reduced. Radar, navigation and guided missiles control equipment also will benefit. The new crystals will be more efficient, too, resulting in smaller, lighter and "far better" walkie-talkies and combat radio gear.

★ ★ ★

HELICOPTERS have become amphibians in the Air Force, with a new landing gear combining floats for water and wheels for land.

The equipment has been installed on the H-5H helicopter.

Float-type landing gear appeared on 'copters early in World War II, enabling to land ashore, on shipboard or on the water. But, says the Air Force, "the landing floats were liable to be damaged when landing on rough ground, and it was difficult to move the float-equipped aircraft on the ground for maintenance work or into hangars."

The new gear will eliminate these troubles.

★ ★ ★

NAVAL AVIATORS training Air Force pilots to handle amphibious aircraft on rough seas may sound a little unusual but it is now being done at NAS Patuxent River, Md.

Eight AF pilots are being trained in the operation of the Navy's twin-engine Grumman *Albatross* (JR-2-F) as a prelude to the acquisition of 50 of the amphibious aircraft by the Air Force.

Under Air Force designations, the *Albatross* will be known as SA-16. Capable of carrying 10 or 12 litter patients, the new plane is designed for rough-water operation on the open seas. Powered by two 1,425-horsepower engines, the plane has a top speed of 260 miles per hour and a service ceiling of 22,000 feet.

While cruising at 170 miles per hour, the SA-16 has a combat radius of 950 miles. Four 1,000-pound-thrust jato rockets, two under each wing, will assist the plane in take-offs from rough seas or short runways.

In its experimental stages, the *Albatross* was developed under Navy supervision and the 50 aircraft to be received by the Air Force were ordered through Navy procurement channels.

★ ★ ★

IF YOU HAPPENED to have traveled at high altitudes on a MATS plane in the past, you probably remember the necessary discomfort of wearing an oxygen mask.

The Military Air Transport Service didn't like the rubber masks either. They had to be checked out, fitted, checked in again and sterilized afterward.

Now the Air Force has come up with an efficient solution to the problem – a plastic and paper mask which you can throw away after use. The disposable item can be mass produced for about 25 cents each.

Oxygen is inhaled from a plastic bellows, after being led there through a plastic tube connected with the plane's oxygen supply. Exhaled gases escape through the porous facepiece. Light and easy to wear, the mask lies flat in a small envelope for facile stowage.

Effective only up to about 25,000 feet, the expendable masks are considered unsuitable for wear by pilots of fighters and bombers.

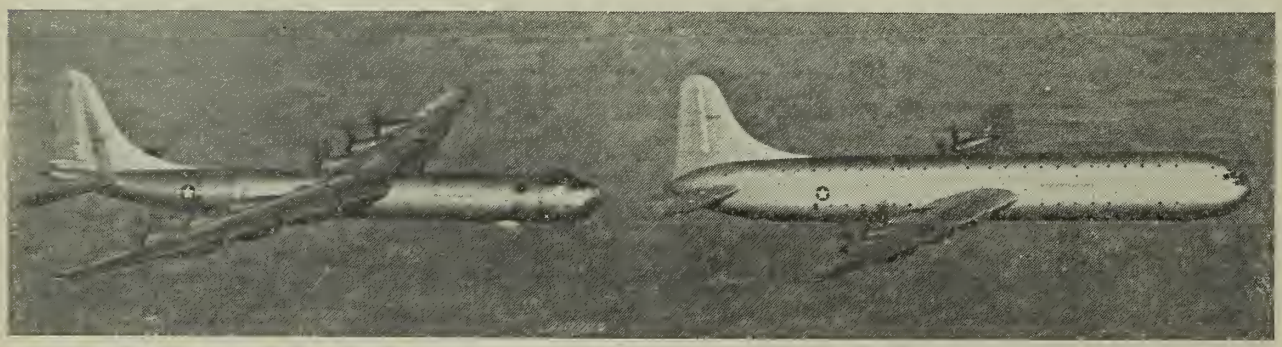
★ ★ ★

DO YOU HAVE blue or grey eyes, blonde or brown hair, and fair or ruddy complexion?

Then you may be more susceptible than others to cancer of the lip, according to a two and a half year study by Army dentist Lieutenant Colonel Joseph L. Bernier, of the Armed Forces Institute of Pathology.

These facial characteristics were found in a majority of more than 500 World War II soldiers with cancer of the lip. The study also brought out that 72 per cent of the cases studied were born south of the 40-degree parallel, where incidence of skin cancers is unusually high.

The study also said that "it is possible that 'sunburn' wave-lengths of solar radiation are a factor in developing



SKY MASTODONS — Ponderous B-36 flies formation on cargo counterpart, the XC-99, world's largest land plane.

lip cancer in persons who lack sufficient protective pigmentation or whose outer skin covering is thin."

Negro soldiers, among whom was found an extremely low percentage of lip cancer, have abundant pigmentation and thickness of skin as a racial trait.

The study is not completed as yet.

★ ★ ★

SEAFARERS who abandon ship in the future will have bigger and better living conditions in which to wait for rescue, thanks to a new "large economy size" version of the familiar aviator's emergency life raft kit.

Recently demonstrated off Long Island, N. Y., by the U. S. Coast Guard, the inflatable rubber lifeboat when packed into its compact "ready" form, weighs 186 pounds. A jerk on the ripcord automatically opens the zippered cover as CO_2 bottles inflate the boat to 14-feet-by-6-feet size in 30 seconds.

Capable of supporting 12 men inside, the new boat can also support 13 more clinging to lifelines over the side. It will stay afloat for days on the original shot of CO_2 and can be kept inflated with furnished hand pumps.

Plus the usual emergency equipment and supplies such as ration, water, sea dye, fishing kit, etc., a large nylon canopy is included that has many different uses.

Rigged up with the boat's oars and some line it becomes a 7-by-11-foot tent. Draped over the side with its cerise-colored side up, it becomes an eye-catching marker for searching airmen.

Designed for use aboard ships, the new rafts will supplement the conventional lifeboats and balsa rafts now in use. Previous tests of the rubber rafts, conducted on rough waters in the Great Lakes by the USCG, were declared highly satisfactory.

★ ★ ★

SPECIAL ATTENTION has been given to ease of loading in the design of the Air Force's new assault transport plane, the XC-123.

Jeeps and trucks can drive or be rolled right up a ramp into the plane's cargo hold — or the ramp can be lowered just to the level of the loading end of a truck.

For handling more cumbersome gear, a cable can be run down the ramp to the object while the other end is led out of the cargo compartment through the nosewheel well. Attached to a winch or other strong pulling mechanism, the cable can haul aboard the heaviest of objects.

In addition to hauling supplies, the mission of the twin-engine plane is to land and support assault troops and airborne engineers.

★ ★ ★

THE AIR FORCE has ordered 1,000,000 new-type food packages from commercial food processors for use aboard its bombers and reconnaissance planes.

The newly-developed food kits are packed in cardboard boxes approximately eight inches long, six inches wide and three inches thick. Inside each box are packed three small cans and an accessory packet. The cans and the packet, in turn, contain 1,200 to 1,300 calories in the form of tasty food.

One can in each unit contains the meat course. This portion of the meal can be obtained in seven different



CARE and handling of carbine is covered in course on weapons and marksmanship, Air Force ROTC students.

varieties: chicken, hamburger, beef and pork loaf, pork and apple sauce, ground meat and spaghetti, beef and corn, and ham and eggs. Another can contains crackers, a third contains fruit and the last is filled with dessert — cookies and candy discs.

The accessory packet encloses a can opener, soluble coffee, sugar, tea and milk, salt and pepper, a plastic spoon, a paper towel and napkin, and chewing gum.

The new combat food packet was under development for more than a year. It was designed by the Armed Services Food and Container Institute, Chicago, Ill. Cost of each unit is approximately 90 cents.

Food warmers connected to a plane's electrical system can be used to heat the food and beverage. The food may be served on paper plates or eaten directly from its containers.

★ ★ ★

THE DRAFT of a new bill to provide an additional Service Academy to supplement the U. S. Military and Naval Academies for basic education of junior officers for the three armed forces has been submitted to Congress by SecDefense Louis Johnson.

The proposed legislation would authorize the construction and maintenance of such buildings and facilities as are deemed necessary to operate the academy on a temporary basis, pending construction of a permanent academy.

Stressing the need for an additional academy, Secretary Johnson said, "One of the great problems confronting the National Military Establishment at the present time is the provision of adequate education to prepare officers for lifetime careers in the armed services.

"While the existing academies are able to provide for the career officer requirements of the Army and Navy, their facilities are inadequate to make available sufficient career personnel for the entire National Military Establishment, including the Air Force."

It is estimated that the cost of operating such an academy for the first year at a temporary site would be approximately $5,000,000. Estimated total cost of the final permanent academy was approximately $171,000,000.

THE BULLETIN BOARD

How You Stand on SDEL If You Have Requested Shore Duty

Here is the second tabulation of the shore duty situation. (See ALL HANDS, April 1949, p. 42). The list presented here is the picture of the present status of the BuPers Shore Duty Eligibility List.

The information contained in the tables should be considered only as a general guide, because the situation changes constantly as new requests are received by BuPers.

Some men are on the SDEL who have a greater amount of continuous sea duty than that listed for the top men in the following tables. Men in the categories listed below are not included in Table I or Table II:

- Discharged; no information on reenlistment.
- Hospitalized.
- Presently ashore for duty of less than one year's duration.
- Serving outside continental USA with dependents at duty station.
- Less than six months on board since returning from a naval school.
- Undergoing instruction at a naval school on returnable or non-returnable quota.



Chevron, San Diego

"You now have 32 hours of extra duty. Would you like to try for 64?"

- Less than three months on board new construction.
- At receiving station when request was submitted and no information on present location.
- Being held by BuPers for screening of jackets pending assignment.

Personnel who have been placed on the SDEL, and have had a change of address, change or advancement in rating since submission of original request for shore duty, or who desire to change their choices for shore duty, are advised to inform the Chief of Naval Personnel (Attn: Pers-6305) immediately, in order that there will be no unnecessary delay in sending out orders to shore duty.

It is presently intended to publish another tabulation of the shore duty situation in the April 1950 issue of ALL HANDS. The current directive concerning sea-shore rotation is BuPers Circ. Ltr. No. 101-48 (AS&SL, January-June, 1948).

Attention of commanding officers, executive officers, and personnel officers, as well as all men concerned, is invited to the requirement set down in BuPers Circ. Ltr. No. 101-48 to the effect that when a man receives orders to a normal tour of shore duty he *must* have at least two years obligated service or execute NavPers 604 (Agreement to Extend Enlistment), or reenlist, whichever the case may be, *prior* to actual transfer to shore duty.

	I. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location.		II. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S."	
Rate	*Years*	*Months*	*Years*	*Months*
BMC	15	3	13	8
BM1	12	3	14	10
BM2	9	3	6	9
BM3	12	2	7	3
QMC	11	11	9	8
QM1	8	10	7	8
QM2	7	5	7	1
QM3	6	11	7	11
RDC	..	..	..	..
RD1	4	7	..	..
RD2	6	11	..	..
RD3	7	10	3	8
SOC	..	..	..	..
SO1	..	..	..	..
SO2	2	4	..	..
SO3	..	..	..	..
TMC	13	10	11	7
TM1	8	9	9	3
TM2	6	6	5	5
TM3	7	11	..	..
GMC	17	10	13	2

	I. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location.		II. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S."	
Rate	*Years*	*Months*	*Years*	*Months*
GM1	11	1	9	0
GM2	8	9	9	2
GM3	7	11	7	3
FCC	13	2	..	..
FC1	17	8	..	..
FC2	6	0	..	..
FC3	..	..	..	..
FTC	..	..	..	..
FT1	..	..	..	..
FT2	..	..	..	..
FT3	..	..	..	..
MNC	14	11	..	..
MN1	..	..	..	..
MN2	..	..	..	..
MN3	..	..	..	..
ETC	6	7	..	..
ET1	..	..	..	..
ET2	..	..	..	..
ET3	..	..	..	..
IMC	..	..	..	..
IM1	..	..	..	..

Rate	I. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location. Years	Months	II. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S." Years	Months
IM2	..	..	..	..
IM3	..	..	..	..
OMC	18	6	12	9
OM1	..	..	..	..
OM2	..	..	..	..
OM3	..	..	..	..
TEC	11	9	..	..
TE1	6	7	5	7
TE2	4	2	3	8
TE3	4	11	..	..
RMC	9	10	..	..
RM1	3	2	..	..
RM2	5	6	8	2
RM3	4	2	3	8
CTG	..	..	..	..
CT1	..	..	..	..
CT2	..	..	..	..
CT3	..	..	..	..
YNC	4	10	..	..
YN1	2	7	..	..
YN2	4	3	..	..
YN3	6	2	..	..
PNC	..	..	..	..
PN1	2	6	..	..
PN2	2	9	..	..
PN3	3	9	..	..
MAC	..	..	..	..
MA1	..	..	..	..
MA2	..	..	..	..
MA3	..	..	..	..
SKC	14	11	2	9
SK1	7	3	3	0
SK2	5	7	..	..
SK3	4	1	3	10
DKC	9	6	..	..
DK1	5	6	2	5
DK2	4	7	4	1
DK3	3	9	2	5
CSC	13	3	18	2
CS1	9	10	4	11
CS2	6	4	4	10
CS3	4	4	5	0
SHC	..	..	4	7
SH1	8	11	7	5
SH2	8	0	4	3
SH3	7	9	5	9
PIC	..	..	..	..
PI1	10	8	..	..
PI2	..	..	..	..
PI3	..	..	..	..
LIC	..	..	..	..
LI1	..	..	..	..
LI2	..	..	..	..
LI3	2	6	..	..
MMC	18	4	15	8
MM1	11	10	9	11
MM2	9	11	7	4
MM3	6	10	6	10
ENC	18	0	15	6
EN1	10	3	..	..
EN2	6	8	5	1
EN3	3	11	5	4
MRC	12	3	..	..
MR1	7	11	..	..
MR2	..	..	..	..
MR3	4	8	..	..
BTC	18	1	15	8
BT1	17	6	9	10
BT2	9	5	8	4
BT3	11	11	8	1
EMC	16	2	8	0
EM1	6	8	7	3
EM2	6	7	3	11
EM3	..	..	..	..
ICC	14	10	8	3
IC1	7	11	..	..
IC2	4	1	..	..
IC3	..	..	..	..
MEC	13	7	9	8
ME1	8	9	..	..
ME2	4	8	5	7
ME3	5	10	3	5
FPC	11	10	8	3
FP1	7	0	..	..
FP2	5	6	6	7
FP3	5	5	5	8
DCC	4	4	7	11
DC1	7	6	7	5
DC2	6	10	..	..
DC3	4	0	4	0
PMC	..	..	..	..
PM1	8	4	..	..
PM2	..	..	..	..
PM3	..	..	..	..
MLC	..	..	..	..
ML1	..	..	5	2
ML2	3	10	..	..
ML3	..	..	..	..
CEC	..	..	8	3
CE1	..	..	..	..
CE2	4	6	..	..
CE3	..	..	..	..
CDC	..	..	5	5
CD1	..	..	..	..
CD2	3	2	..	..
CD3	..	..	2	10
CMC	9	9	17	3
CM1	..	..	..	..
CM2	..	..	..	..
CM3	4	0	..	..
BUC	3	5	..	..
BU1	..	..	..	..
BU2	..	..	4	1
BU3	..	..	..	..
SWC	..	..	10	3
SW1	7	5	..	..
SW2	3	0	..	..
SW3	..	..	..	..
CN	..	..	3	9
SN	4	8	..	..
ADC	11	8	9	5
AD1	9	9	..	..

Rate	I. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, request duty at specific location. Years	Months	II. Total Continuous Sea Service of Top Man on SDEL, Now at Sea, Who Requests "Anywhere U.S." Years	Months
AD2	7	11	..	..
AD3	3	6	3	6
ATC	3	6	..	..
AT1	..	..	..	..
AT2	..	..	..	..
AT3	..	..	..	..
ALC	16	2	4	5
AL1	6	9	2	9
AL2	6	5	..	..
AL3	3	5	..	..
AOC	15	3	15	3
AO1	11	1	..	..
AO2	8	2	2	10
AO3	5	0	3	6
ABC	13	6	..	..
AB1	3	10	..	..
AB2	5	10	..	..
AB3	6	9	4	7
AEC	11	6	..	..
AE1	..	..	..	..
AE2	3	2	..	..
AE3	..	..	..	..
AMC	25	4	3	11
AM1	11	4	2	4
AM2	..	..	..	..
AM3	3	6	..	..
PRC	6	5	..	..
PR1	6	9	6	9
PR2	6	6	3	5
PR3	3	2	..	..
AGC	..	..	..	..
AG1	..	..	..	..
AG2	..	..	..	..
AG3	..	..	..	..
AKC	6	7	..	..
AK1	3	2	..	..
AK2	3	10	..	..
AK3	2	5	..	..
AFC	3	9	..	..
AF1	2	6	..	..
AF2	3	3	..	..
AF3	3	10	..	..
AN	2	9	..	..
SDC	13	10	9	8
SD1	13	8	..	..
SD2	14	0	7	9
SD3	10	5	5	8
TN, TA	5	2	10	2

160 Commissioned Opened In Medical Service Corps

One hundred and sixty appointments to ensign and lieutenant (junior grade) rank will be awarded to candidates qualifying for various positions in the Navy's Medical Service Corps. Both service and civilian personnel may apply.

Appointments will be made in eight quarterly increments to fill a total of 50 pharmacy, 10 optometry and 100 allied sciences vacancies. Allied medical sciences covers the fields of bacteriology, biochemistry, biophysics, chemistry, parasitology, pathology, pharmacology, physics, physiology, radiobiology, serology, sanitary engineering, virology and public health (medical statistics).

Besides meeting other qualifications, applicants for ensign rank must have four years of college and a degree in the proper field. Lieutenants (junior grade) will be appointed from holders of DSc. or PhD. degrees.

Details are available in BuPers Circ. Ltr. 128-49 (NDB, 15 Aug 1949).

Naval Air Reserve Units Honored for Performance

Naval Air Reserve activities in the Norfolk, Va., area took top honors in performance competition for 1949, winning both station and squadron awards.

By topping all other stations in efficiency, smartness and completeness of training during the year, the Naval Air Reserve Station, Norfolk, won the Edwin Francis Conway Memorial Trophy for 1949.

Runners-up stations in the yearly performance competition were NAS Jacksonville, Fla.; NAS Seattle, Wash., and NAS Willow Grove, Pa., in that order.

Five Reserve air squadrons received miniature Noel Davis trophies for being the best in their class. The names of these five squadrons will be engraved on the large Noel Davis Trophy as the 1949 winners. They are: Fighting Squadron 62E, NARTU Norfolk, Va.; Attack Squadron 62E, NARTU Norfolk, Va.; Patrol Squadron 56, NARTU Jacksonville, Fla.; Transport Squadron 73, NAS Columbus, Ohio.

Enlisted Waves Rotated Between Duty Stations

Enlisted Waves are now to be rotated between duty stations in accordance with a policy established by BuPers.

Normally, enlisted women will serve three years in the same geographical area of the United States before being assigned to another duty station within the continental U. S., states BuPers Circ. Ltr. 139-49 (NDB, 31 Aug 1949).

Before becoming eligible for assignment to overseas duty, Waves will be expected to serve the following minimum tours of duty within the continental U. S.:

- Pay grade 4 and above — three years.
- Pay grades 5 and 6 — one year.

A normal tour of duty outside the continental limits of the United States for enlisted women will be the same as for enlisted men.

All commands with enlisted women on board will be instructed by BuPers as to the procedure for reporting enlisted women who have completed a three-year tour of duty in the same geographical area within the U. S.

Assignment of Marks Other Than at Regular Quarterly Period

Conditions under which personnel should be assigned marks at a time other than the regular marking period (quarterly) — and the effect such marks have upon the marks regularly assigned at the end of the quarter — have been more fully explained by BuPers.

ALL HANDS has been authorized to publish this explanation to clarify information contained in a previous article on the subject. (See ALL HANDS, August 1949, p. 46-50).

The following quoted sections of BuPers Manual are pertinent to this phase of assigning marks:

Article C-7821(12) states: "All marks in each subject which are assigned within a marking period (quarterly . . .) shall be averaged in arriving at the representative mark in each subject for the entire quarter . . . *subject to the following*:

"(a) Quarterly marks — the representative mark in each subject shall not exceed (be higher than) the lowest mark assigned therein in accordance with subparagraphs (6)(c) and (6)(e) of Article C-7821 during the quarter."

Subparagraph (6)(c) of Article C-7821 states: "Marks shall be assigned . . . as a result of offenses committed for which punishment is awarded by the commanding officer, a deck court or a court-martial. Marks shall be assigned in proficiency in rate and in conduct regardless of the elapsed period since the last entry of such marks. Appropriate marks in other subjects may be assigned if deemed desirable. In all cases the foregoing marks will be assigned as of the date of commission of the offense. . . ."

Subparagraph (6)(e) of Article C-7821 states: "Marks shall be assigned . . . whenever otherwise desirable to indicate outstanding or unsatisfactory performance of duty."

The actual effect of subparagraph (12)(a) of Article C-7821 is to prohibit the averaging of marks under the method prescribed by Article C-7821(12) whenever any marks are assigned "within the quarter" in accordance with Article 7821(6)(c) or 7821(6)(e).

Example of quarterly marks assigned a man who has been assigned



Propwash, NAS Whidbey Island

"What ya mean ya can't lend me five bucks? Been spending yer money foolish again?"

a "within-the-quarter" mark under Article 7821(6)(c): Man is assigned a conduct mark of 2.0 for an offense committed during the quarter for which he receives punishment. His conduct mark at the end of the quarter cannot be higher than 2.0. For this same offense — as it was of a nature affecting his proficiency — he is asigned a mark of 2.0 in proficiency. Both this proficiency and the conduct mark are entered in the record as of the date of occurrence. His proficiency mark at the end of the quarter cannot be higher than 2.0.

Example of quarterly marks assigned a man who has been assigned a "within-the-quarter" mark under Article 7821(6)(e): A petty officer commits an offense of insobriety during the quarter. He is warned at mast — or in other cases is not taken to mast at all, but has his conduct mark lowered because his conduct does not meet the standards set by BuPers Manual (Article 7821(9)) for 4.0 — and assigned a mark in conduct of 3.5 and a proficiency mark of 3.0, as the offense affected his reliability as a petty officer. Both of these marks are entered in the record as of the date of occurrence, with substantiating entries made on page 9 of the service record. The highest marks this petty officer can receive at the end of the quarter will be 3.5 in conduct and 3.0 in proficiency.

The *only* cases where marks assigned during the quarter and marks tentatively assigned for the remainder of the quarter may be averaged to obtain the actual end-of-quarter mark under the method outlined in Article C-7821(12) is when the man is assigned marks upon transfer or discharge — in accordance with Article C-7821(6)(b) and (d), BuPers Manual.

At the end of the quarter the transfer or discharge marks in seamanship, mechanical ability and leadership, as appropriate, are then averaged with the marks in these subjects earned since reporting on board — provided it has been one month or over. However, the conduct and proficiency marks for the quarter can only be the average of marks assigned during the quarter in cases where these marks *have not* been lowered because of an offense for which punishment was awarded, or for reasons as substantiated by an entry in the service record.

As regulations on this subject now stand, to determine a man's eligibility for advancement in rating — insofar as proficiency and conduct marks are concerned — the "no less than (blank) mark in conduct and proficiency for (blank) months" is not actually computed from the date the man may have committed an offense — for which he received punishment or as substantiated by an entry in his service record — which caused his marks to be lowered, but *must* be computed from the end of that quarter.

PO Club, Guantanamo Bay, Gets New 'Flamingo Room'

A face-lifting and the addition of a new room has changed both the looks and the atmosphere of the Petty Officers' Club at the Naval Operating Base, Guantanamo Bay, Cuba.

Sailors from ships in the harbor as well as from shore-based activities may now spend a pleasant afternoon or evening in the tastefully decorated club. Beautiful paintings adorn the walls of the new "Flamingo Room," and the club is completely equipped.

Most pleased of all with the new club are the base personnel, who now have a place with the suitable atmosphere and hospitality in which they may entertain guests.

New Rules Concerning Armed Forces Information School

New regulations governing courses, eligibility and quotas to the Armed Forces Information School, Carlisle Barracks, Carlisle, Pa., have been issued by a joint Army-Navy-Air Force directive.

The school is being administered by the Department of the Army under the direction of the Secretary of Defense. It has the mission of training selected officers, enlisted personnel and civilian employees of the armed forces for public information and armed forces information and education assignments.

Four courses are being conducted at the school; two, for officers, warrant officers and civilians of equivalent status of 14 weeks duration; and two for enlisted personnel, six weeks in length. The four courses are divided into two categories – one officer and one enlisted course in public information and one officer and one enlisted course in armed forces information and education.

The 14-weeks-long officer courses will begin on the following dates: 4 Jan 1950; 3 May 1950; 6 Sept 1950; 3 Jan 1951. (One course is currently in progress.)

The six-weeks-long enlisted courses will start on the following dates: 5 Oct 1949; 4 Jan 1950; 1 Mar 1950; 3 May 1950; 28 June 1950; 6 Sept 1950; 1 Nov 1950; 3 Jan 1951. (One course is currently in progress.)

To be eligible to attend the school Navy officers, warrant officers and civilians must meet the following requirements:

• Must have a minimum of one year's military service (including employment as a civilian with any of the Departments of the National Military Establishments).



Guam News

"Say, Ed, run these bowls through with ya, will ya?"

• Regular Navy and Naval Reserve officers on active duty must have an anticipated two years' active service remaining.

• Naval Reserve officers not on active duty must be in the Active Reserve and must have two years' service remaining before becoming eligible for retirement for age.

• Age limits: Navy captains – no limit; commanders – 42 years; others – not over 40 years.

• Educational qualifications: have completed at least two years in college, or have the equivalent education. Possession of a bachelor's degree is desirable.

• Military record: must indicate suitability for advancement in rank or grade and suitability for staff and command assignments. A genuine desire to attend one of the courses is a basis for priority in selection.

To be eligible to attend the enlisted course, personnel must meet the following requirements:

• Service: must have completed one years' active service.

• Must have GCT score of 50 or higher, or an average standard score of 50 or higher (sum of score divided by two) on the following tests: (1) reading and vocabulary; (2) arithmetic reasoning.

• Education: must be a high school graduate, or equivalent based on the appropriate general education development test.

• Must present a neat military appearance and possess good conversational ability. A genuine desire to attend one of the courses in a basis for priority in selection.

Commanding officers desiring to enroll personnel who wish to attend but who do not meet requirements as set forth above may submit a waiver through channels to the Chief of Naval Personnel, Department of the Navy, Washington 25, D. C.

Quotas at the Armed Forces Info School

	Officers I&E	Officers PI	Enlisted I&E	Enlisted PI
Department of the Army	75	35	80	30
Department of the Navy	5	42	5	37
Department of the Air Force	25	45	26	40

Note: These quotas include those for Reserve officers not on active duty. Twenty-three additional spaces for either of the officer courses and 32 additional spaces for either of the enlisted courses are available to be alloted by either the Army, Navy or Air Force if desired.

Requests from major command and individual units must be forwarded to reach the Chief of Naval Personnel at least 30 days prior to the opening date on which enrollment is desired. Individuals may initiate requests for orders to the school through the chain of command.

Assistant SecNav Becomes Third in Succession Line

Here's one for sea-lawyers: During the absence of higher Navy officials, who will be next in succession to act as Secretary of the Navy – the Assistant Secretary of the Navy for Air or the Assistant Secretary of the Navy?

If you're familiar with the 1948 Navy Regulations, your answer probably would be the Assistant SecNav for Air, in accordance with Article 1367.

You'd be wrong – now.

A new change in Navy Regs establishes the Assistant SecNav ahead of Assitant SecNav for Air in line of succession.

In the absence of the Secretary, Under Secretary, Assistant Secretary and Assistant Secretary of the Navy for Air, the Chief of Naval Operations is next in succession to act as SecNav, followed by the Vice CNO and Deputy CNOs in accordance with relative rank.

The modification was posted as "Change No. 2 to U. S. Navy Regulations, 1948."

Former Naval Reservists Who Join Regulars Now Can Get Shipping-Over Leave

Former enlisted Naval Reserve personnel who were discharged while on active duty and immediately enlisted in the Regular Navy are entitled to certain benefits of the Armed Forces Leave Act of 1946.

This information was announced by BuPers following a decision of the Judge Advocate General as to whether personnel in this category were entitled to reenlistment leave as provided for in the Leave Act.

According to JAG's decision, former Naval Reservists may now be granted reenlistment leave as follows: Ex-Naval Reservists who — on or after 9 Aug 1946 and prior to the time that BuPers Circ. Ltr. 131-49 (NDB 15 Aug 1949) was received by the command to which they are attached — were discharged from the Naval Reserve while on active duty and immediately enlisted in the Regular Navy, may be granted reenlisted leave as outlined below, provided: (1) They are still serving in the same enlistment made upon discharge from the Naval Reserve and (2) their service record shows that reenlistment leave has not been granted previously as a result of misinterpretation of leave regulations in force at the time.

• Dependent upon the leave credit shown in the service record when the former Naval Reservists enlisted in the Regular Navy, reenlisment leave may be granted in accordance with Article C-6305 (2) (a) BuPers Manual (not to exceed 30 days leave), or in accordance with Article C-6305 (2) (b) BuPers Manual (not to exceed 90 days leave), depending upon which of these options is appropriate.

• Naval Reserve enlisted personnel who currently (since receipt of BuPers Circ. Ltr. 131-49 by the command to which assigned) and in the future are discharged while on active duty by reason of expiration of enlistment — and who enlist immediately in the Regular Navy — may be granted reenlistment as authorized by Article C-6305(2), BuPers Manual.

• Naval Reserve enlisted personnel who currently (since receipt of BuPers Circ. Ltr. 131-49 by the command to which assigned) and in the future are discharged while on active duty under the authority of Article C-10306(1)(a) or (f), BuPers Manual, for the purpose of immediately enlisting in the Regular Navy may be granted reenlistment leave as authorized by Article C-5305(2)(b), or, if appropriate, Article C-6305(3), BuPers Manual. Since these personnel are not discharged by reason of expiration of enlistment the earned leave credit at the time of such discharge must be carried over into the new enlistment on a continuous service basis.

In general, reenlistment leave must be granted so as to expire prior to the date the individual is eligible to be transferred for discharge from the enlistment which entitled him to it. Furlough travel allowance is payable in the case of enlisted personnel who are discharged on or after 1 June 1945 and who, upon later enlistment or reenlistment in the Regular Navy, are granted reenlistment leave.

Reenlistment leave is *not* authorized in the case of Naval Reserve enlisted personnel who are discharged from the Naval Reserve while on active duty and immediately reenlist in the Naval Reserve.

Naval Reservists Complete ACI Basic Training Course

The first Air Combat Intelligence basic training course for Organized Naval Reserve Officers was held during July at the Naval Air Reserve Training Unit, NAS Anacostia, D.C.

Twenty-eight officers from 15 NAS and NARTUs located in all parts of the country attended the course designed for training reserve officers who have never received ACI training.

The student officers were given lectures by representatives of CNO, the Naval Intelligence School, ONI, and the Hydrographic Office.

Highlights of the course were trips to the Naval Air Test Center, Patuxent, Md., and to the Photographic Interpretation Center at NavRecSta, Anacostia, D. C.

Authorized by CNO, the course was sponsored by the Naval Air Reserve Training Command, Glenview, Ill. Similar courses will be held from time to time in the future as funds permit.

Joint Military Operations Require Understanding of Things on World-Wide Basis

Officers should develop an understanding of strategy, logistics and naval tactics and their application in the field of joint military operations a new directive points out. A thorough knowledge of world geography, international politics, world history and economics, international law, and ethnology is essential to such understanding.

BuPers Circ. Ltr. 123-49 (NDB, 15 Aug 1949) — the directive concerned — states in part, "A thorough understanding of the fundamentals governing the successful conduct of war is essential to the exercise of high command. Every naval officer should, in the course of his career, develop his understanding of (the subjects mentioned above). Every officer must be able to interpret correctly the lessons of the past in the light of new developments and trends in the techniques of warfare, And finally he must develop the ability to think and to write clearly, to interpret correctly the directives of his superiors, to solve military problems and arrive at sound decisions, and to transmit his will and intent to his subordinates."

The letter lists and describes at length the various correspondence courses and resident courses available to naval officers. Every officer should obtain a copy of the letter and read it carefully.

Joint Use of Equipment And Materials Approved

Adoption of new regulations concerning procedures will now make it possible for the Army, Navy and Air Force to obtain greater joint use of equipment, services and materials used by all the armed forces.

With all three of the services using the same method to determine charges and payments, many obstacles heretofore encountered by cross-use of equipment and supplies have been eliminated.

The new rules were adopted as the result of field studies conducted throughout the country on the elimination of duplication among the armed forces.

You Can Further Your Education Through Seven Programs

There are seven different programs through which you can further your high school or college education — and benefit both yourself and the Navy.

By adding credits to your previous education, you place in your record important criteria for Navy advancement. Later, the added education will help you obtain a civilian job.

Even if you're not interested in adding credits for these reasons, the studies available will help you develop new pastimes — or qualify you as a household handyman after completion of such vocational-technical courses as *Plumbing, Carpentry* or *Auto-mechanics.*

Studies listed under the various programs number in the thousands, ranging from *Spoken Hindustani* to *Elementary Photography,* from *Plastics* to *American Life in Literature,* from *Farm Management* to *Spherical Trigonometry.*

Certificate Is Given; Entry Made in Record

For completing any USAFI course, you will receive a Certificate of Completion sent directly to you, and a statement of course completion will be entered in your service record.

In addition, educational services officers will enter into your record statements concerning off-duty classes, GED tests, and duty as instructor of voluntary off-duty classes.

You can prepare for eventual Navy retirement and a civilian occupation as factory foreman, real estate salesman, poultry farmer, arc welder, office manager and a number of others. If you think enough money will be available upon retirement, you can sign for study texts on establishing and operating an apparel store, dry cleaning business, laundry, metal working shop, retail bakery, hardware, drug store, service station and many others — even a sawmill, if you're so inclined.

And, if you're undecided as to what your civilian occupation might be, there's a guidance course entitled *Your Postwar Career.*

For the academically minded, for college graduates wanting additional credits, and even for aspiring sea-lawyers, there are studies in the arts and sciences and a full range of normal college topics.

You name it, and more than likely the Navy can help you enroll for some kind of instruction in your chosen subject. An educational services officer is on either collateral or full-time duty at your ship or station to help you make arrangements. Enrollment, of course, is entirely voluntary.

During the first quarter of 1949, educational services officers in the field reported interviews with more than 47,000 personnel — or more than one in ten in the Navy — who were interested in some of the benefits of the Navy's program.

Not all of them signed up for courses of one kind or another, but a substantial number did. Today the number of personnel taking voluntary instruction for their own improvement is steadily growing.

How far can you go in this type of off-duty studying? At least one chief personnel man, a high school graduate when he entered the Navy, now holds a master's degree in American history (which would take you an average of six years college attendance as a civilian to achieve) as a result of in-service studies. It all depends on the aims and determination of the individual.

Here, then, are the seven different programs for which you can sign up to improve your present educational qualifications:

- General Educational Development (GED) tests. For in-service applications, the Navy accepts successful completion of the high school level GED test as equivalent to high school graduation. Many Departments of Education in various states will issue high school diplomas or the equivalent upon proper certification. Other examinations — the college level GED and 2CX tests — will qualify you as having completed one or two years of college, for Navy purposes. Placed in your record, this certification will show your educational development to be equal to high school graduation or to one or two years of college thus greatly improving your opportunities for advancement and selection.

Completion of study courses before taking the GED and 2CX test batteries is not necessary.

- Organized study courses, in which instruction is given to groups of personnel using United States Armed Forces Institute standard texts.
- "Self-teaching" courses, using USAFI self-teaching texts for home study.
- USAFI correspondence courses, for home study.
- GI Bill correspondence courses, for home study.
- Correspondence courses offered by colleges and universities through USAFI.
- Off-duty courses for naval per-

WHAT'S IN A NAME



Idlers

It was once officially correct in the British Navy to refer to the ship's cook, carpenters, painters, sailmakers, and other artisan ratings as "idlers."

The idlers were so-called because they were required to devote all day to their specialized occupations, a fact which presumably earned them the privilege of sleeping all night. At any rate they were not required to stand night watches.

However, because it was "very inapt appellation for a highly skilled and hard-working body of craftsmen," the term was abolished from official use and the term "daymen" substituted.

sonnel at accredited colleges, universities and junior colleges.

End-of-course tests must be written upon completion of the organized study courses, the self-teaching studies and, except for a few cases, the USAFI correspondence courses.

In regard to the correspondence courses offered by colleges and universities through USAFI and the off-duty courses at accredited institutions, requirements of the particular institution determine whether a test must be written upon completion of the course.

In all but three states, high schools will grant credit toward a high school diploma for successful completion of studies taken through USAFI and the Marine Corps Institute, as evaluated by the American Council on Education. To gain credit, the courses must be validated by a USAFI end-of-course examination officially reported by either USAFI or MCI.

The three exceptions — Iowa, Maine and Rhode Island — grant the same credit to personnel inducted into service before a certain date. For Iowa, that date is 1 Jan 1949, for Maine 1 July 1946, and for Rhode Island 25 July 1947.

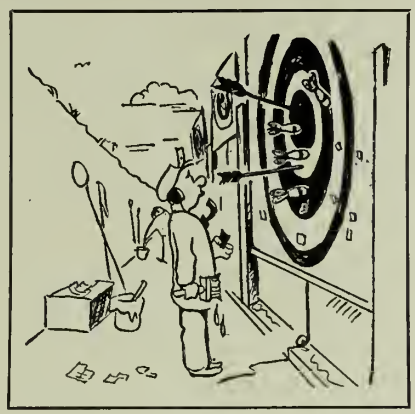
Each state has different policies and practices in regard to accreditation, and in some states, the policies vary between schools. Also, certificates issued for successful completion of GED tests have various designations — "High School Diplomas," "Equivalency Diplomas," and "Equivalency Certificates."

Personnel taking studies for additional high school or college credits should write directly to the high school principal or the State Department of Education before enrolling in courses or taking examinations to be sure of qualifying under the proper authority. Your educational services officer will help you draft the letter and provide other advice.

Following are a few of the pertinent points in regard to each of the seven programs of in-service education. Further details can be obtained from your educational services officer:

GED and 2CX Tests

College Credit — This is the Navy's newest educational plan, designed to help qualified personnel increase opportunities for advancement and selection.



Scout, Oceanside

Are you as well educated as a person who has completed one or two years of college work? If you are, you now have a chance to prove it. And if you *can* prove it, the proof will go into your record and for all in-service purposes you will be considered as having completed one year or two years of college, as the case may be.

BuPers Circ. Ltr. 122-49 (NDB, 15 Aug 1949) is the directive which establishes equivalency of one or two years of college education for in-service purposes in the Navy. The letter describes first the tests which, if successfully completed, credit the Navy person with *one* year of college.

These tests, four in number, are called the "USAFI General Educational Development Tests, College Level." The names of the tests and minimum passing scores follow:

- Correctness and Effectiveness of Expression — 55.
- Interpretation of Reading Materials in the Social Studies — 60.
- Interpretation of Reading Materials in the Natural Sciences — 61.
- Interpretation of Literary Materials — 57.

These tests may be taken at any Army, Navy, Air Force or Marine Corps general educational development testing center. Also, they may be applied for individually on NME Form 179 and taken under the supervision of your educational officer. Scores attained on these tests only — not the test described below — will be forwarded by USAFI to a civilian college or university, if desired, for possible accreditation by that institution. If the institution complies, you will be accredited for one year of college in all respects. Otherwise, assuming of course that your marks are the minimum or above, you will have established equivalency of one year of college for in-service purposes only.

The test which if successfully completed will accredit you with *two* years of college is called "USAFI Educational Qualification Test 2CX." To be eligible for this test you must prove that you have completed the equivalent of one year of a standard college course or that equivalence was obtained by means of the College Level GED Tests described above. This test will not be stocked in Navy GED testing centers and must be applied for individually on NME Form

Disenrollment Provisions for USAFI Courses Listed

In the three general types of USAFI instruction — the organized study classes, self-teaching studies and correspondence courses — you can enroll for elementary, high school, college, and technical or vocational subjects.

Before taking the courses, you should become acquainted with disenrollment provisions.

You will be disenrolled from a USAFI self-teaching course if you fail to write the end-of-course examination 12 months after the date of enrollment.

If you're taking a USAFI correspondence course, you will be disenrolled for not submitting any lesson six months after the date of enrollment or for failing to submit a lesson assignment during any six-month period. The USAFI correspondence courses must be completed 18 months after enrollment.

You may request disenrollment at any time.

If you want to begin an additional course before finishing at least half of one in which you are enrolled and without returning the texts, you may request disenrollment from the old course and submit an application blank for a new course.

In this case, you must enclose a two-dollar reinstatement fee with the application for another course.

179. This form replaced USAFI Form A-68, but either can be used. Your educational officer should have the form and should apply for your test for you.

Examinees who fail in any of the tests will be allowed one retest only. In the case of the GED tests, they will be permitted to retake the individual test or tests which they failed, providing that at least six months have elapsed since the first testing. In the case of the Educational Qualification Test, the whole examination must be taken over again. Here the interval required between the original testing and the retake is 90 days.

Statements of successful completion of these tests, together with the college equivalence — one or two years, as the case may be — will be entered in the official records of the individuals concerned.

High School Credit — For in-service consideration, the Navy accepts successful completion of the high school level GED tests as equivalent to high school graduation. "Successful completion" means achieving a score of 35 or above on each of the five tests in the battery or an average score of 45 or above for the complete set.

If you plan on taking the GED tests to obtain a high school diploma or its equivalent from your high school, you should write to your high school principal or state department of education for guidance before taking the series. Educational services officers also have policy statements of the various states in regard to this matter.

In some cases, your educational services officer may advise you *not* to take the GED tests because of an inadequate educational background. Instead, he may advise you to sign up for some of the study courses which can be applied to high school credit and which will help you prepare for the test battery.

If you fail to make a grade of 35 on each test or an average of 45 for the series of five, you can apply for a retest. Only one retest is granted and cannot be taken before six months have elapsed since the first one.

Don't confuse the GED test battery with the GCT (General Classification Test) series, which you already have taken to help the Navy get a slant on classifying you as to your various abilities.

No time limit is set upon writing the five comprehensive examinations, which consist of these subjects: Correctness and Effectiveness of Expression, Interpretation of Reading Materials in the Social Studies, Interpretation of Reading Materials in the Natural Sciences, Interpretation of Literary Materials, and General Mathematical Ability.

The GED test program, one of the more popular of the Navy's educational plans in the past (with more than 350,000 examinees since 1944), has passed its peak and is now declining in the number of participants.

This decrease can be attributed to the increasing numbers of high school graduates among the Navy's recruits. In addition, Educational Services officers, aware that in the past some applicants wrote unsuccessful tests because of inadequate educational background, are advising some personnel to defer writing the exams until additional studies are completed.

If you're really serious about the GED tests, you should take the word of an educational services officer as to whether your educational background and other qualifications are such that you stand some possibility of achieving a satisfactory score. You can take any number of courses — on his advice — that will bolster your education and help prepare you for an eventual GED exam.

Tentative plans for selection of LDO commissions provide that no formal education is required, but *all* candidates must submit satisfactory scores on the high school level GED examination.

Personnel considering submitting an LDO application will do well to proceed with this test now.

Organized Study Courses

Groups of personnel interested in the same subjects may receive instruction, under this program, from either qualified service personnel or civilians.

Under this plan, commanding officers of shore stations within the U. S. and overseas may hire civilian instructors for the class instruction of officers and men in any self-study or correspondence course listed in the latest edition of the USAFI catalog — if there are at least 15 applicants for each course. While dependents may take the courses also, the minimum group of 15 must be personnel on active duty in the Navy or Marine Corps.

Ships or squadrons based or stationed in one locality for a sufficient length of time may arrange for instruction of personnel through the local shore activity.

There are 319 texts — the total of USAFI self-teaching texts and USAFI correspondence courses — which can form the basis of instruction under this plan. The minimum class of 15 students applies only to instruction under a specially hired civilian. There is no restriction on the minimum size

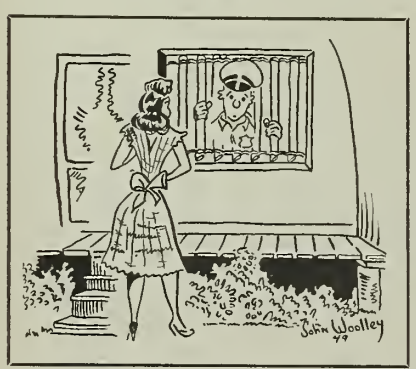
Submarine Takes Air Force, Army Personnel on Cruises

As part of an "inter-service familiarization" plan, the Pacific Fleet submarine USS *Bumper* has been taking Army and Air Force personnel on day-long cruises once a week.

With a quota of 15 passengers, *Bumper* (SS 333) on three separate Fridays has loaded up with Army and Air Force men and proceeded to the vicinity of Farallone Islands, off San Francisco, for practice dives.

Thursday is registration day for the popular cruises, when the quota of passengers is submitted to Western Sea Frontier headquarters. Cruises on the next day last from 0815 to 1630.

Both officers and enlisted men of the other services are taken on the trips.



Guam News

"Chief master-at-arms or not, put my venetian blinds back the way they belong."

of a group receiving instruction under active duty personnel.

Whether your instructor is an officer or a civilian, you should be formally enrolled with USAFI (WD AGO Form 824) so you can complete the course by self-study or correspondence if the classroom instruction is halted.

Upon enrolling for your first USAFI course, you pay a two-dollar fee by money order, cashier's check or certified check made out to: Treasurer of the United States, USAFI, Madison 3, Wisc. The fee goes with your application for the course, obtained through your educational services officer.

If you have enrolled once and paid a fee (and if you have not been disenrolled for unsatisfactory progress in your courses), you are eligible for additional courses and services without charge.

USAFI Self-teaching Studies

Self-teaching texts are paperbound books especially written as education manuals. They contain study suggestions and self-examination questions — with answers for proper guidance throughout the course — and the usual textbook materials.

Designed to provide a means of study without an instructor and without submitting lessons for review and correction, the self-teaching texts number a total of 170 available.

Both the self-teaching courses and the organized group courses require a passing score on the end-of-course tests, which are mailed to USAFI in Madison, Wisc., and graded there.

During the first quarter of this year, more than 31,700 education manuals were issued to Navy and Marine Corps personnel — a figure which marks this program as the most extensively participated in throughout the Navy.

USAFI Correspondence Courses

Lesson assignments prepared by the student and sent to USAFI for marking and guidance form the core of this plan. Study materials include, in addition to the lesson assignments, a series of booklets or study guide and one more textbooks. USAFI not only marks your assignments but also points out errors and makes suggestions.

There are 149 of these studies to choose from.

In the USAFI correspondence courses for which no end-of-course test is required, an average lesson grade of 70 or above is necessary to complete the course.

G.I. Bill Correspondence Courses

Some 74 educational institutions offer correspondence courses through the GI Bill, for which many personnel on active duty are eligible. Enrollment is through the Veterans Administration office.

Personnel on duty ashore within the continental limits of the United States should see their civil readjustment officer, who will advise them of

Luxurious Pearl Harbor EM Club is Colorful in History and Appearance

The Pearl Harbor EM Club, located on famous Kamehameha Highway just east of Pearl Harbor Naval Shipyard, is as colorful in history as in appearance. Opened on 21 Apr 1946, it faced a world in which multitudes of servicemen were returning to the mainland for discharge and home. Many thousands of these men stopped off at Pearl Harbor on their way in from the outskirts of the Pacific. To all these, as well as to men on duty in the Pearl Harbor area, the club threw open its doors.

Although the patronage has diminished since those hectic months, the club is still carrying out its mission of providing relaxation, entertainment and refreshments to its patrons.

The club is under the administrative jurisdiction of the Commanding Officer, U. S. Naval Receiving Station, Pearl Harbor. The food and beverage details are assigned to the Ship's Service Department, and the Welfare and Recreation Department is responsible for maintaining the buildings and grounds.

Facilities of the club include an elaborate hardwood refreshment counter, a stage, a covered lanai ("outdoor living room," to mainlanders), a lounge, a nursery for children, and an outdoor dance floor which covers 10,000 square feet. A bamboo fence completely encircles the club, adding atmosphere and privacy. Interior walls are also partly covered with varnished bamboo.

Palm trees, tropical plants and flowers planted throughout the club's grounds further tend to give it a romantic south-sea-island atmosphere.

The nursery, a recent addition to club facilities, is well equipped. It has 18 beds and keeps a qualified attendant on duty to care for the children of parents who wish to attend the club for an evening's entertainment.

Administration of the club comes under an officer in charge appointed by the CO of the receiving station. Along with the OinC, there is a board of governors composed of enlisted men from various commands in the Pearl Harbor area.

The weekly schedule of activities begins on Tuesday night, with "bingo." Five nights a week — Wednesday through Sunday—there is dancing. (The club is closed on Monday night.) Music for dancing is furnished by excellent service and civilian bands.

Special events are held frequently. For example, on 15 June 1949 a "date dance" was held, which attracted approximately 600 couples. All food and refreshments were furnished completely free by the welfare and recreation department of the receiving station. On the menu was cold baked ham, roast turkey, potato salad, baked beans, ripe olives, pickles and rolls. Before the event was a month past, sailors were awaiting the next date night and putting in early bids for tickets.

Earlier this year another type of entertainment was furnished for three successive nights. It consisted of the performance of a skating and vaudeville troupe from the mainland, and ran through two and one-half hours of solid entertainment. With its portable ice rink and stage, the brilliant production exceeded all expectations.

In the future, as well as in the past, the Pearl Harbor EM Club expects to afford whitehats, marines, soldiers and Air Force enlisted personnel an attractive and well managed club in which to while away balmy Hawaiian evenings.

their eligibility and refer them to the nearest regional Veterans Administration office.

Personnel serving afloat or on overseas shore duty should first ascertain from the civil readjustment officer their eligibility for the program, then write to the Foreign Operations Division, Registration and Research Service, Vocational Rehabilitation and Education, Munitions Building, Washington 25, D. C.

In writing to the appropriate VA agency, you should request the form entitled "Application for Course of Education or Training, Form 7-1950." Fill out items one through 20 and return it to the same VA agency with a certified or photostat copy of appropriate separation documents.

After determining eligibility for the program, VA will forward forms which you will fill out and send to the educational institution of your choice.

Both high school and college subjects are offered by the 74 institutions.

Correspondence Courses through USAFI

In the neighborhood of 6,000 courses are available from 54 colleges throughout the United States. The studies are offered under USAFI auspicies, on a contract basis between the government and each cooperating institution.

Each student pays his own enrollment fee at the time he submits an application for the course. This covers the administrative cost of enrollment and expenses for textbooks and materials.

Although this enrollment fee can cost you as high as $44.00 for a course in *Architectural Drawing* from one college, the average enrollment fee is probably less than $10.00.

This is your only expenditure, since the government pays for all the lesson service.

Money orders should be made payable to the college or university at the city where the school is located, but this must be sent to USAFI with two copies of an enrollment application which you can obtain from your educational services officer. Both high school and college courses are available.

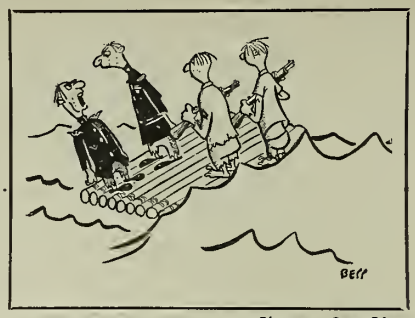
Off-duty Courses at Colleges

Under this plan, you can enroll for night classes and other off-duty courses at your choice of some 600 colleges, universities and junior colleges, with the Navy paying $15.00 per semester or quarter. The money must be applied toward tuition costs. All other expenses, including additional tuition, must be borne by the individual.

This amount furnished by the Navy formerly was $25.00, but the reduction to $15.00 was made because of limited funds. This announcement was made in BuPers Circ. Ltr. 132-49 (NDB, 15 Aug 1949).

Commanding officers review the requests for this type of instruction, restricting approval to courses which clearly contribute to improved performance of duty or professional capabilities of the individual. The educational services officer must be consulted first, before applying for admission. You may enroll in or audit only a maximum of two courses during a semester or quarter.

Marine Corps personnel are not eligible for this program.



Chevron, San Diego

"I assure you, lieutenant, failure to hold a Saturday inspection will not go in your fitness report."

Dog Walks 2,000 Miles To Join Marine Master

After a vivid demonstration of canine fidelity, the Marine Corps war dog "Shults" is likely to remain with his master for some time to come.

"Shults" disappeared shortly after being shipped to the home of his master's mother in Wakarusa, Ind. A month or so later he turned up in Seattle, Wash., footsore and weary.

He had walked 2,000 miles in anticipation of being reunited with his master, Richard B. Anthony, PFC, USMC.

In Seattle, humane society officials found him and from information on his identification tag, contacted the marine stationed at Bangor, Wash. Now with his master, "Shults" is happy once again.

Aviation Medicine Class Will Convene 15 November

Medical officers of the Regular Navy and the Naval Reserve, active and inactive, are eligible to attend a new class in aviation medicine convening 15 Nov 1949.

Held at the School of Aviation Medicine and Research, NAS Pensacola, Fla., the new course will be limited to 30 students. An agreement to remain on active duty for one year after completion of the course must be included in each application.

Medical officers on active duty may apply for the course by letter or dispatch to the Chief of the Bureau of Medicine and Surgery. Inactive Reserve officers should also apply to the Chief of the Bureau of Medicine and Surgery via the commandant of their naval district.

The entire course will last nine months with the first six months consisting of an academic period. Students who successfully complete the academic course and meet all requirements are given a three months' additional course in flight indoctrinal training.

Those completing the entire course are designated flight surgeons and are eligible for extra compensation for the period of flight indoctrination and for duty involving flying.

The recently revised curriculum includes special training in the operational and field aspects of aviation medicine. Also included in the course is special training in the medical aspects of atomic warfare, problems of high acceleration (including indoctrination on the human centrifuge), effects of high altitude flight, use of emergency equipment, and low pressure chamber instructions.

An illustrated pamphlet entitled *Keeping the Balance,* which describes the functions of the Naval School of Aviation and Research, is available to interested medical officers. The booklet may be obtained by writing the Bureau of Medicine and Surgery, Attn: Aviation Medicine Division.

200 Enlisted Men to Be Selected as Midshipmen In Naval ROTC Program

Two hundred men now serving in enlisted status in the Navy and Marine Corps will become midshipmen in the Naval Reserve Officers Training Corps program next year — after they excel against stiff competition in service-wide examinations to be given 3 Dec 1949 and later achieve selection board approval.

Besides paying for tuition, textbooks, uniforms and other expenses, the Navy pays the midshipmen students $600 a year to help defray costs of quarters, subsistence and necessary clothing. The students themselves must furnish from $100 to $600 a year, depending on the college.

NROTC middies take two summer cruises and one period of aviation indoctrination, each lasting eight weeks or more. After graduation, they must accept a commission as ensign, USN, or second lieutenant, USMC — if the commission is offered.

Two years of active duty in the Navy or Marine Corps follows, after which period they may apply for retention as permanent officers in the Regular Navy or Marine Corps. If they do not apply or are not selected, they must accept a commission in the Naval Reserve or the Marine Corps Reserve, if offered, and may not resign the Reserve commission before the sixth anniversary of the date of rank as stated in their first commission as ensigns or second lieutenants.

Applications for taking the service-wide competitive examination — the Navy College Aptitude Test — must have been received in the Bureau of Naval Personnel before 1 Nov 1949. Commanding officers make the nominations.

Applicants must be not less than 17 years old nor more than 21 by 1 July 1950, among other rigid requirements. If you're interested in the program, here's what you should do:

- Go to the personnel office of your ship or station and ask to see BuPers-MarCorps Joint Letter dated 16 Aug 1949. Study all the requirements.
- If you believe you are eligible and qualified, see your ship or station personnel officer for advice as to further procedure.

Among the hundreds who wrote the tests last year, only 350 passed. A selection board then went over their qualifications and picked the 200 midshipmen students.

Men who pass the 3 Dec 1949 tests and are selected for the program will become NROTC midshipmen for the fall term of college in 1950. Actually, there are 2,000 new NROTC midshipmen every year, of which 10 per cent or 200 are from the lists of enlisted personnel on active Navy or Marine Corps duty.

QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 39

1. (a) Stadimeter.
2. (b) To determine distance between ships. In the hands of a skilled operator very close approximations of distance between the user and objects of known height can be made.
3. (c) Gun captain.
4. (a) Distinguishing mark. It is worn on the right arm between the shoulder and elbow and is not, as is sometimes believed, a part of any rating badge.
5. (b) Light minelayer.
6. (a) Torpedo tubes. USS *Shea* (DM 30, ex-DD 750) is one of 12 *Allen M. Sumner Class* destroyers converted into light minelayers in 1944. They were modified by removal of torpedo tubes, the addition of minelaying gear and other changes.

CPO Messes and EM Clubs Approved for NR Centers

Chief petty officers' messes (open) and enlisted men's clubs may now be established in Naval Reserve training centers.

Authority for operation of the clubs and messes at these centers was announced by a BuPers directive, which pointed out "the need to provide for adequate social and recreational facilities for Naval Reserve personnel in a drill pay status." The clubs and messes will operate under the same regulations that apply to activities of the Regular Navy, insofar as practicable.

Profits from resale activities of the clubs and messes will be used to provide for the recreational program of Naval Reserve personnel located at Naval Reserve training centers.

24 Surface and Submarine Organized Reserve Units In Finals of Competition

In an all-out effort to be judged the nation's finest, the top 24 surface and submarine units of the Organized Naval Reserve are headed down the home stretch of the Naval Reserve annual competition.

Judged on three counts — training, personnel, and administration — the surface units will be shooting for the James V. Forrestal Trophy, while the submarine units vie for the Fleet Admiral Chester W. Nimitz Trophy.

The 24 finalists are the winners of the "General Excellency" awards for the continental naval districts and the Territory of Hawaii. Six submarine units and three surface teams are repeating competitors in this year's finals.

Last year's winner in the submarine division, Submarine Division 3-23, Brooklyn, N. Y., is out to try and make it two wins in a row. Repeat challengers who will compete against the defending champion Brooklyn unit in the submarine finals are Division 5-7, Baltimore, Md.; Division 6-43, Jacksonville, Fla.; Division 13-17, Seattle, Wash., Division W-8, Washington, D. C., and Division 14-3, Pearl Harbor, T. H.

Enlistment, Shipping Over Hitches Now 4 or 6 Years

Enlistments and reenlistments in the Regular Navy must now be contracted for periods of either four or six years.

Seventeen-year-olds are not included in this new regulation. They must still be enlisted for only a minority enlistment terminating on their 21st birthday.

This new regulation, announced by Alnav 86-49 (NDB, 31 Aug 1949), was placed in effect on 1 Sept 1949.

Navy officials state the reason for increasing the minimum period of enlistment is that the Navy desires to return to a normal basis of input and losses. Having longer term enlistments permits better personnel planning and a more orderly control of overall strength. In addition the government will realize an increased return on the initial investment — to procure, outfit and train the individual.

Roundup of Legislation of Interest to Naval Personnel

The following bills of interest to the naval establishment were acted upon by the U. S. Congress.

Reserve Retirement — H.R. 5929: Passed by House and Senate; to amend Public Law 810 so that each year of service as a member of a Reserve component prior to 1 July 1949 shall be deemed a year of satisfactory service for retirement pay purposes. (H.R. 5929 is the same as H.R. 5508 except that the part of the latter bill which caused a veto by the President has been removed from the new bill. This objectionable part, Section 4 of H.R. 5508, pertained to National Guard and Organized Militia service, and its removal from the new bill has no effect on Navy provisions. These amendments to Public Law 810 are designed to provide relief for Reserve personnel who may have suffered because of their own failure, through no fault of their own, to receive timely notice of the obligations imposed on them by the law with respect to the number of credits which must be earned annually through performance of Reserve duties.)

Flag Day — H.R. Joint Resolution 170: Passed and approved as Public Law 203; designates June 14 of each year as Flag Day, in commemoration of the anniversary of the adoption on 14 June 1777 by the Continental Congress of the Stars and Stripes as the official flag of the United States.

Funeral Attendance — H.R. 2662: Passed by Congress and approved by the President as Public Law 233; to grant time to employees of the executive branch of the government to participate, without loss of pay or deduction from annual leave, in funerals for deceased members of the armed forces returned to the United States for burial. (This law allows employees of the executive branch of the government who are veterans of the Spanish-American War, World War I or World War II to be excused for up to four hours in one day to enable them to participate as active pall-bearers or as members of firing squads or guards of honor in funeral ceremonies for members of the armed services who lost their lives in World War II and whose remains are returned from abroad for final interment.)

School Matriculation — S. 2453: Introduced; to authorize attendance of civilians at schools conducted by the Departments of the Army, Navy and Air Force, and joint-service schools. (Under regulations to be prescribed by the Secretary of Defense, civilians authorized to attend such schools may receive traveling expenses while away from their homes or regular places of business, including per diem in lieu of subsistence. The schools' equipment, billets, and messing facilities may be used for their training, housing and subsistence. Provisions of this bill pertain mostly to attendance of government officials at the armed services schools.)

Posthumous Appointment — H.R. Joint Resolution 281: Passed and approved as Private Law 250; to authorize the President to issue posthumously to the late Vice Admiral John Sidney McCain, USN, a commission as admiral, USN. (Provides that the posthumous appointment dates from 6 Sept 1945.)

Induction Exemption — S. 2407: Introduced; to exempt from induction and training under the Selective Service Act of 1948 those persons who served overseas for six months or more between 16 Sept 1940 and 24 June 1948.

Pay Equalization — H.R. 5904: Introduced; to provide for equalization of flight pay for Navy and Marine Corps officers and former officers who did not receive flight pay equal to that of Army officers engaged in regular and frequent aerial flights. (Purpose of this bill is to provide that officers assigned to duty as technical observers and who actually served as flight crew members at any time after 1 June 1942, for which flight pay was

Navy Gives Four-Fifths Of Forrestal Memorial

With some contributions yet to come, Navy personnel donated more than four-fifths of the $26,275.31 to be used for erecting a bronze bust memorial honoring the first Secretary of Defense, James Forrestal. It will be placed in the Pentagon building, Washington, D. C., headquarters for the Department of Defense.

Out of the total reported shortly after the deadline date of 31 Aug 1949, contributions totalling $22,468.62 came from Navy and Marine Corps personnel.

Army contributed $2,638.27, Air Force $633.07, Office of the Secretary of Defense $336.25, and from miscellaneous sources came $199.10. Donations were limited to not more than one dollar each.

Some of the outlying ships and stations were expected to report late.

WAY BACK WHEN



Henry the Navigator

Pioneers of nautical astronomy were the Portuguese who in the 14th and 15th centuries rose to pre-eminence in the field. They took what had been learned in navigation up to that time and put it to practical use.

Much of the credit for the Portuguese work must go to a live-wire crown prince named Henry.

In 1420 A.D. Henry built an observatory on the headland of Sagres, one of the promontories which terminate at Cape St. Vincent, the extreme southwest point of Europe. There he set up a school of seamanship. For 40 years he devoted himself to his studies while at the same time equipping and organizing expeditions which won for him the title of Henry the Navigator.

For the preparation of maps, nautical tables and instruments he enlisted Arab cartographers and Jewish astronomers, employing them to instruct his captains and assist in piloting his vessels.

less than that received by Army non-pilot rated officers, are entitled to receive the difference. Eligible are officers and former officers of the Navy and Marine Corps, Regular or Reserve.)

Undergraduate Academy — S. 2355: Introduced; to provide for the establishment of an additional service academy. (This academy will provide instruction and training on an undergraduate level, comparable to the Naval Academy and the Military Academy, for service in the armed forces. For the initial year of operation, the Secretary of Defense will transfer, with their consent, midshipmen and cadets from the second and third year classes of the Naval Academy and Military Academy to accelerate the establishment of the course of instruction and initial activation.)

Administering Oaths — S. 2394 and H.R. 5918: Introduced; to authorize commissioned officers of the Army, Navy, Air Force and Marine Corps to administer certain oaths. (Provides that Regular and Reserve officers are authorized to administer the oath required for enlistment, for appointment to commission or warrant officer grade, and any other oath required by law in connection with enlistment or appointment.)

Special Board to Review Air Units' Performances

A special committee has been established by the Chief of Naval Operations to review the relative performance of aircraft patrol squadrons, land-based carrier type squadrons and inshore patrol squadrons, and to determine recommendations for the Presidential Unit Citation and the Navy Unit Commendation.

This committee has requested that responsible seniors and others, having under consideration official letters of recommendation involving the PUC or NUC covering aircraft units mentioned above, forward such letters through official channels so that they may come under the consideration of the committee.

All correspondence should be addressed to: Committee to Review Performance of Patrol Squadrons, Lieutenant Commander H. P. Kooy, Op-501D, Recorder, Navy Department, National Defense Building, Washington 25, D. C.

AR's Granddad Aided Wright Brothers

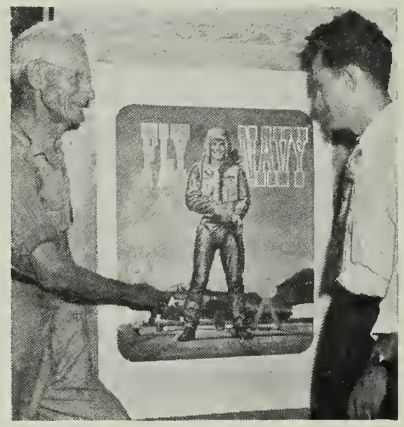
Among the new airman recruits which the Navy has, there is one with an unusually long background in aviation. In fact, he has about as long a background in aviation as a person could possibly have. His granddad helped the Wright brothers with their aeronautics at Kitty Hawk.

Lewis J. Tate Jr. is the AR who enlisted at the U. S. Navy recruiting substation, Norfolk, Va. Grandfather is Captain William J. Tate, 79, who was serving in a Coast Guard station at Kitty Hawk, N. C. when the Wrights assembled their first glider.

Captain Tate's first contact with the Wright brothers was when he received a letter from them asking if Kill Devil Hill at Kitty Hawk had air currents suitable for heavier-than-air craft. Captain Tate described the place, and soon Wilbur Wright arrived and asked for lodging at the Tate home until the arrival of Orville from the Wright home at Dayton, Ohio.

The Wrights' first glider was assembled in the Tate front yard at Kitty Hawk. Captain Tate, with the assistance of his brother, helped launch the glider as frequently as 100 times in one day. Then on 17 Dec 1903 the Wrights flew their motor driven plane for the first time. Captain Tate has a copy of the following telegram sent by the brothers to their father in Dayton: "Four successful flights today. Will be home in time for Christmas. Notify press." The press refused to believe the story of these flying sorcerers, however, until they got home and paid the newspapers a personal visit.

Grandfather Tate was a bit skeptical himself, at first, but now he likes to get in a little flight time whenever he can. Young Tate, on the other hand, is personally a new hand at aeronautics. He can't help wondering at times what sort of flying machines will be swooping around by the time he's Grandpa's age, if aviation keeps on advancing like it has in the past 50 years.



BOOSTER of naval aviation, air pioneer, CAPT Wm. J. Tate gives salestalk to grandson L. J. Tate, Jr.

Important Info Published Concerning LDO Selectees

Here is important information for personnel who have been selected for LDO status but are still holding temporary officer rank.

Public Law 210 (81st Congress), which amends Public Law 381 (80th Congress), permits personnel accepted for LDO status to further delay accepting their LDO commissions. The final deadline set by the law is 1 Jan 1957, or until all temporary appointments to officer rank are terminated, whichever is earlier. Limited duty selectees now holding a higher rank or higher lineal precedence within rank in a temporary status than they will hold in LDO status will be especially interested. Thus a lieutenant (T) who has been selected for LDO status as a lieutenant (junior grade) would probably choose to delay accepting his LDO appointment. Also, Marine Corps service can now be counted toward the 10 years' minimum service needed to qualify candidates for LDO commissions.

The change brought about by Public Law 210 was published to the Navy in Alnav 75-49 (NDB, 15 Aug 1949). For a comprehensive earlier roundup of LDO information, see ALL HANDS, November 1948, pp. 46 and 47.

The rules governing eligibility are set forth in detail in the first of these articles.

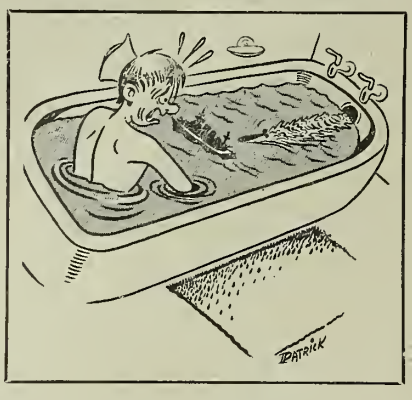
Trophy Competition Features Marine Air Reserve Maneuvers

This summer's maneuvers of the Marine Air Reserves were the largest of any in the Marine Air Reserve Training Command's three-year post-war history.

Fourteen fighter squadrons and two ground control intercept squadrons spent two weeks on maneuvers at the Marine Corps Air Station, Cherry Point, N. C. These squadrons were from activities east of the Mississippi. Western squadrons — 13 fighter squadrons and two ground control intercept squadrons — operated for two weeks at Marine Corps Air Station, El Toro, Santa Ana, Calif.

During the 1949 maneuvers, emphasis was placed on the primary mission of Marine fighter aircraft — close support of Marine ground units in amphibious assault operations. Marines pioneered in this type of air support more than 20 years ago and have made it a specialty of leatherneck flyers. In addition, Marine airmen are trained to perform any of the air combat missions required by a Navy task force. Pilots concentrated on precision flying, including precision gunnery, rocket firing and bombing to deliver support fire with pin-point accuracy in front of advancing Marine infantrymen.

This year, for the first time, all squadrons taking part in the maneuvers competed for a trophy awarded to the squadron delivering the best all-around performance. This competition served to accelerate the pace of the maneuvers as a whole.



Highlighted during maneuvers at both locations was the performance of the Marine Reserve radar squadrons. The official title for these units is "Marine Reserve Ground Control Intercept Squadrons." They consist of mobile units containing devices for electronic spotting, tracking and plotting of approaching enemy aircraft. The purpose of the spotting, tracking and plotting is to direct interception by Marine fighter planes. The equipment of these radar groups is adapted for quick movement by air, road, rail and water. It can be installed quickly at advanced bases and at the front lines.

Climax of the summer maneuvers consisted of coordinated air-ground assault and defense battle problems. These brought into team play all arms of the Marine Corps: infantry, air, amtracks, artillery, tanks, communications and engineers. The battle problems gave the Reserve groups a realistic taste of combat operations.

In its three years of existence, the Marine Air Reserve has produced an effective and efficient part of the nation's reserve armed might. Four points that Marine Air Reserve personnel point out as having been proven by their experience are these:

- Marine Air Reserve squadrons can be quickly mobilized and moved to any part of the country.
- Marine Air Reserve pilots, ground officers and enlisted men — because of constant training under simulated combat conditions — are ready for front-line operations in any emergency.
- Effective reserve air strength can be developed on a week-end basis, in the pattern of Marine Air Reserve training.
- The combat-ready Marine Air Reserve component has been built and maintained at very economical cost to the nation.

At present, the Marine Air Reserve Training Command consists of 30 Marine fighting squadrons and eight Marine ground control intercept squadrons. These are based at 25 U. S. naval air stations strategically located throughout the country. Present plans call for commissioning four more Marine Ground Control Intercept squadrons in the near future.

In its short history, the Marine Air Reserve Training Command has accomplished the following important things:

- It has absorbed an otherwise dormant and wasting supply of veteran Marine fighter pilots and ground crewmen. Now, as "week-end warriors," these men are drilling two week-ends each month and going on training maneuvers for two weeks each summer. Thus, they maintain and develop skills vital to the strength of the nation in an emergency.
- It has opened opportunities for young men with no previous military experience to receive aviation training and be paid for their time spent in learning.
- It provides the nation with a reserve pool of fighter plane specialists ready and able to take responsible positions in the event of emergency.

Memorial Written for Midshipman Who Died at Sea

On Flag Day, 14 June 1949, a young student pilot named Midshipman Thomas H. Peters, USN, crashed-landed in the sea 33 miles from his base at NAAS Cabiniss Field, Tex., as a result of engine failure. His gunnery instructor watched helplessly from another plane as Midshipman Peters, possibly unconscious, was carried down with his craft.

Later, his grief-stricken mother, Mrs. T. H. Peters, of Passaic, N. J., wrote a short memorial poem in honor of Midshipman Peters — a poem which might be of condolence to mothers of other Navy men whose last resting place is the unknown deep of the sea. Here it is:

A Mother's Prayer

Sleep gently, my son,
Where the waters are deep —
God's Love does enshroud you
Treasures you there —
Lie peaceful, my son.

Sleep gently, my son,
Where the waters are blue —
God's bosom enfolds you
Cradles you there ——
Lie peaceful, my son.

Sleep gently, my son,
Where the waters run warm —
God's angels wing round you
"Eternal 'Roger,'" Loved one!
Wait peaceful, my son.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 74 — Authorizes provisions of Alnav 70-49 be continued in effect not later than 15 August regarding changes in All-Navy sports program rules.

No. 75 — Permits LDO appointees to delay accepting appointments.

No. 76 — Gives policy for Navy Day observance and urges cooperation of all armed forces in observing Armed Forces Day.

No. 77 — Praises the late first Secretary of Defense James D. Forrestal and authorizes contributions for a bronze bust in his remembrance.

No. 78 — Cancels Alnav 242-47 as of 1 Aug 1949.

No. 79 — Authorizes personnel to incur necessary obligations until Defense appropriation bill is acted upon and Public Law 196 approved.

No. 80 — Amends Alnav 69-49 concerning ration allowance of midshipmen, aviation midshipmen and naval aviation cadets.

No. 81 — Grants authority to commanding officers of staff enlisted personnel to convene summary court-martial, to order deck courts and impose commanding officer punishments.

No. 82 — Cancels Alnav 74 and 79 and directs provisions Alnav 70 to continue in effect through 15 Sept 1949.

No. 83 — Refers to Alnav 67 with reference to budgetary limitations and personnel reductions.

No. 84 — Extends authority for sending to continental U. S. customs free gifts.

No. 85 — Extends date for requesting Naval War College pamphlet, "Information Service for Officers."

No. 86 — Cancels Alnav 58-48 and advises terms of enlistment and reenlistment in Regular Navy for men and women will be for periods of four and six years.

No. 87 — Supersedes Alnav 27-49, thereby terminating selection of candidates for transfer to the Dentist Corps.

No. 88 — Outlines procedures for extensive reduction of telecommunication services.

Circular Letters

No. 122 — Concerns establishment of equivalency of one or two years of college education for in-service purposes only.

No. 123 — Outlines program of study for exercise in command.

No. 124 — Concerns applications for special dividends of NSLI.

No. 125 — Authorizes leave for Jewish High Holy Days.

No. 126 — Describes liberty hint cards and reminds personnel of the importance of conduct while in foreign ports.

No. 127 — Designates specific activities entitled to employ stewards group ratings on shore.

No. 128 — Desires applications from qualified candidates for appointment in the Medical Service Corps, USN.

No. 129 — States Navy's policy with reference to name and address lists of naval personnel for use by commercial interests.

No. 130 — Announces presidential approval of promotion of officers.

No. 131 — Authorizes reenlistment leave in case of Naval Reserve enlisted personnel discharged while on active duty and immediately enlisted in the Regular Navy.

No. 132 — Modifies BuPers Circ. Ltr. 224-48 (NDB, 30 Nov 48) concerning off-duty course for naval personnel at accredited educational institutions.

No. 133 — Summarizes bonus benefits of certain states.

No. 134 — Extends authority to issue permanent change of duty orders to aviation officer personnel of the 1700 classification designated as LDOs.

No. 135 — Advises that requests for renewal of repeated travel orders reach BuPers (Pers-3118) not later than 14 Oct 1949.

No. 136 — Announces presidential approval of promotion of officers.

No. 137 — Gives procedure for designation of USNEV personnel prior to transfer to Naval Reserve.

No. 138 — Amends Circ. Ltr. 49-49 (NDB, 49-226) with reference to monthly reports in ship's service stores.

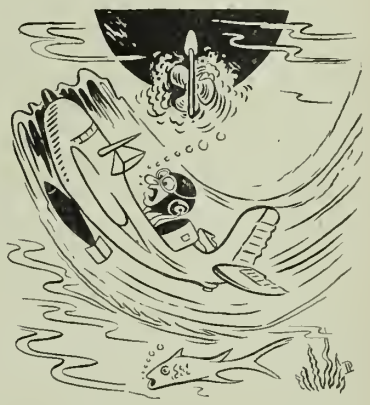
No. 139 — Gives policy for distribution and rotation of enlisted Waves.

No. 140 — Contains latest revised list of phrase equivalents for use in despatch orders to officers and enlisted men.

No. 141 — Sets 1 Jan 1950 as effective date for appropriate change in the BuPers manual concerning new status of stewards, first, second and third class.

No. 142 — Lists officers eligible for promotion.

No. 143 — Instructs holders of Change I to Qualifications Manual be marked restricted.



New Device Calculates The Pull-Out Altitude

Keeping abreast of an age of rapid aeronautical development, a Marine Corps sergeant has come up with a new device designed to calculate the altitude at which a plane would pull out of a dive after a bombing run.

The new-type range finder invented by Henry L. Berge, MSGT, USMC, has been forwarded to naval aviation officials for evaluation. Its main advantage is said to be elimination of pilot error in estimating the pull-out altitude before making the bombing run, resulting in greater accuracy and safety.

An enlisted pilot, Sergeant Berge is attached to the Marine All-Weather Squadron 513, First Marine Aircraft Wing at the Marine Corps Air Base, El Toro, Calif.

BOOKS: FACT AND FANTASY FARE FOR OCTOBER

NEW BOOKS, selected by BuPers for your reading pleasure and profit, are arriving every month at your ship or station library. ALL HANDS has sketched a few of the latest ones here to give you a capsule preview.

• *The Mature Mind*, by H. A. Overstreet; W. W. Norton and Company, Inc.

Here is a book that shows what it means to be mature. It describes how our immaturities of attitude and action cause most of our difficulties and conflicts, and how such immaturities, widely shared, have led to the confusions and tensions of our time. It shows how the process of becoming mature takes place and how maturity of mind can help us move forward into new confidence and wisdom.

The volume is divided into two parts — "The Maturity Concept," and "Forces That Shape Us." Some of the chapter titles, listed here, will give a more definite preview of the contents:

Part One — Psychological Foundations, Criteria of Maturity, Two Old Theories and a New One, and Mature Insights Lost on Immature Minds.

Part Two — A Heritage of Contradictions, Applied Maturity: A Test Case; What We Read, See and Hear; The Home as a Place For Growing, Toward Religious Maturity, and others.

Considering the high level of thought represented by the book, it is written in an extremely fresh and readable manner. For the person who wants or hopes to become a mature thinker or is already mature enough to wonder whether or not he actually is mature in mind, *The Mature Mind* should be a pleasant and profitable volume.

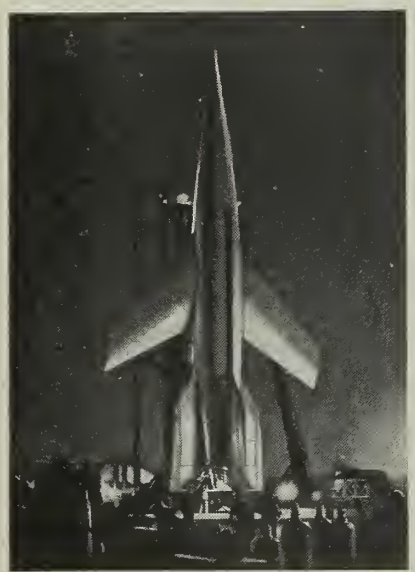
Dr. Overstreet is the author of four other books on psychology.

* * *

• *The Conquest of Space*, by Chesley Bonestell and Willy Ley; The Viking Press.

Have you seen about all of this planet there is to see? Don't be discouraged if you have; this book tells us that we may soon be visiting new worlds. But in case a slow-down hits the space-ship factories, it will be well to have read this book. It shows us more planets and moons than are likely to be visited in anyone's lifetime, and shows them to us about as vividly as can be imagined.

Chesley Bonestell is an artist of the top level in his line. His more than 50 wonderful illustrations in this volume take us from the mountains of the moon to the rings of Saturn and back again. Willy Ley matches his work in prose. Almost all the book is in the language of all of us. Fascinating to look at and to read.



VIVID and informative is Willy Ley's new *Conquest of Space*. Sensational illustrations are by Chesley Bonestall.

* * *

• *The Wind Is Free*, by Frank A. Wightman; Duell, Sloan and Pearce.

"In fancy I used to see (my tiny ship) running in the big seas," the author writes. "Under a lowering sky and through a welter of angry water she fled, rising and falling, outlined in the whiteness of her speed, magical and swift. Sometimes she slept upon her own reflection off golden beaches which palm trees barred with shadow. And in fancy I was always with her. This was my refuge from the long littleness of life."

The Wind Is Free tells how Mr. Wightman finally built his little deep-sea ship and how he sailed her across most of the world's seas, alone except for one companion. Factual reading as gripping as any fiction for the adventurer or escapist.

* * *

• *Call It Treason*, by George Howe; Viking Press.

Young Happy, a German youth, was aflame with the love of freedom, though he grew up in Hitler's time. During World War II he gave himself to the U. S. Army Intelligence, although he knew full well the risks involved. While *Call It Treason* isn't strictly a spy thriller, the story of Happy's perilous journey across southern Germany to Mannheim is as thrilling as any romance of espionage. And at the same time it gives a revealing blow-by-blow picture of southern Germany on the verge of collapse.

The background of this book's publication is itself an interesting story. *Call It Treason* was chosen as the best book among 2,000 manuscripts submitted to a world-wide contest. The prize it received — $15,000 — is the largest on record awarded for a single novel. The novel was written during five months that the author spent in a hospital after an automobile accident. The author drew upon personal experience in writing the book, and the plot is based on an actual episode of U. S. Army Intelligence work.

Call It Treason is a story of real and moving adventure in our modern world.

* * *

• *United States Submarine Operations in World War II*, published by U. S. Naval Institute.

Here for the first time is told the complete and authentic story of legendary exploits of U. S. submarines in all types of operations — reconnaissance, attack, rescue, picket and other duties assigned the versatile underseas craft.

A few days after war was declared, U. S. submarines were in areas of Japanese naval and merchant ship concentrations, wreaking the havoc and terror that only the surprise strike can achieve. In addition to the descriptive text, more than 200 photographs, charts and original drawings make up the volume.

Publication is scheduled for 1 Nov 1949.

SHIPWRECKED



OCEAN ISLAND: 1870

Told in two parts, by a paymaster and a coxswain, here's a saga of shipwreck and rescue in the lonely reaches of the Pacific. From the book, *The Last Cruise of the Saginaw*, by Paymaster George H. Read, USN.



SHIPWRECKED

By 1870 steam propulsion had made its mark, in the Civil War and earlier, but advocates of the sailing Navy had a point: wind was often more reliable.

Accordingly, the Navy adopted a hybrid ship—a combination paddle steamer and two-masted sailing vessel. One of several of these was USS Saginaw, *a supply ship.*

Like many hybrids, however, Saginaw *had inherited some undesirable qualities found in neither a good steamer or sailing ship. Against a headwind under both sail and steam,* Saginaw *would make "eight points to leeward"—or, as a landlubber would say, she would go sideways.*

On October 27, 1870, Lieutenant Commander Montgomery Sicard brought his ship into Midway Island to take off a civilian construction gang which had been readying the place as a halfway coaling station for commercial traffic with the Orient. After six months on Midway, the construction gang was eager to leave the barren mound of sand, looking forward to a quick return to San Francisco.

The captain ordered the ship headed westward under reduced steam pressure and with topsails billowing full in the light easterly breeze. It was the CO's intent to come within sight early next morning of Ocean Island, some fifty miles west of Midway, to verify its location and then head around for San Francisco.

Three hours after midnight, a severe jolt tossed sleepers out of their bunks. It was immediately followed by others of increasing strength. Saginaw *was aground on Ocean Island's coral reef.*

Sails were taken in and engines backed down—but the steam was too low to give more than a few feeble turns to the paddles. Within an hour, the jagged coral broke through the hull and flooded the engine room. Saginaw *was beyond saving.*

At daylight, the crew abandoned ship and went to the island. There was, of course, no radio or other communication. Supplies were low and chances of being picked up were slim. To summon help, the executive officer, Lieutenant Talbot, and four men volunteered to sail the 1,500 miles to the Sandwich Islands, the Hawaiian group, in the captain's gig.

I. George H. Read,
Passed Assistant Paymaster, USN

Friday, November 18, 1870—With the navigating instruments and the clothing of the voyagers on board, the boat was pronounced ready and we went to dinner. There was little conversation during the meal.

Talbot seemed to be the most unconcerned of all, but as I watched him I felt he was assuming it to encourage the rest of us. I had a long friendly talk with him last evening, during which he seemed thoroughly to estimate the risk he was to take, and entrusted to me his will to be forwarded to his parents in Kentucky should he not survive the journey.

All hands have been given permission to send letters by the boat, so all papers together with a bill of exchange for two hundred pounds sterling, which by order of the captain I have given to Talbot, have been sealed air tight in a tin case.



GIG before launching. The sails were made on island.

I sent the following letter to my home in Philadelphia:

"You will, of course, be surprised to receive a letter from this desert island, but it now has a population of ninety-three men, *Saginaw's* crew. In short, we were wrecked on the coral reef surrounding it, and *Saginaw* is no more.

"We left Midway Island on the evening of Friday, October 28, 1870, and the next morning at three o'clock found ourselves thumping on the reef. We stayed by the ship until daylight, when we got out three boats and all the provisions we could carry. We also saved the safe, part of the ship's books, about one fourth of my clothing, and my watch. If you could see me now you would hardly recognize me: a pair of boots almost large enough for two, ragged trousers, an old felt hat, and no coat—I keep that for evenings when it is cool. I have my best uniform, having rescued it to come ashore in. We had to wade about two hundred feet on the reef, and I stood in water about half the day helping to pass provisions to the boats, then went ashore and spread them on the beach to dry.

"We have been living on very short allowance, being thankful for a spoon of beans, a small piece of meat twice a day, with a cup of tea or coffee in the morning. I am indeed thankful that no lives were lost, and hope to see you all in three months' time. The gig has been decked over and is to start for Honolulu, tomorrow or next day for relief.

"I hope this will reach you before you get anxious about

us, for if the gig should not be successful we may have to stay here until the middle of March. I shall send this in her to be mailed from Honolulu. Our executive officer and four men go in her, and a perilous trip it will be, for she is only twenty feet long and the distance is nearly fifteen hundred miles. . . ."

2

The hour set for the boat's departure (four o'clock) arrived and we all mustered on the beach.

Prayers were read by the captain, after which final farewells were said and the brave men who were to peril their lives for us waded off to the gig and climbed on board.

They quickly stepped the little masts, raised their anchor, and slowly gained headway for the western channel through the reef. We watched them until the boat faded from sight on the horizon to the northward.

There were many volunteers for Talbot's crew of four, so the surgeon was ordered to select from a list given him four of the most vigourous and sturdy of applicants and report their names to the captain. There was considerable rivalry among them. I was accidently witness to a hard-fought wrestling match between two of the crew who sought the honor of going and risking their lives. The defeated one was to waive his claim in favor of the victor.

The names of the five who will have to sail and pull some fifteen hundred miles are: Lieutenant J. G. Talbot, Coxswain William Halford, Quartermaster Peter Francis, Seaman John Andrews, and Seaman James Muir. The last two are contractor's men and were specially enlisted from the contracting party for one month.

3

Thursday, November 24, Thanksgiving Day — The noble bird, roast turkey, has not graced our tarpaulin-covered table. He has been replaced by a tough section of albatross. Nor was there any expression of thanks at the mess table until one of the officers, having finished the extra cup of coffee served in honor of the day, said, "Let's be thankful that we are alive, well and still with hope."

Last evening about nine o'clock we were given a flurry of excitement over expected relief. The storehouse sentry reported a light to eastward and in a jiffy our tent was empty. Sure enough, there was a bright light close to the horizon, which, as we watched, appeared to grow larger and nearer.

Captain Sicard was called and I joined him with Mr. Cogswell, our new executive officer since Talbot left, in front of his tent. After watching the light for a few minutes, the captain turned to us and said, "Gentlemen, it is only a star rising and the atmosphere is very clear. Better turn in again."

Sunday, November 27—Last Sunday and today we have had divine services led by the captain reading the prayers of the Episcopal ritual.

This morning the camp was roused to excitement by the loud cry of, "Sail ho!" I found on joining the crowd at the landing that the captain had ordered a boat launched and her crew were already pulling away in a northerly direction.

I could see nothing from the crow's nest at the masthead, but the statement of one of the crew that he had seen a sail was positive, and the camp was full of nervous expectancy until nine o'clock when the boat returned with the disappointing news that the alleged sail was only a large white rock that reflected the sun's rays. As the sun rose to a greater angle the reflection disappeared. An order was sent out at once that no one should again alarm the camp before permission from the captain was obtained.

Sunday, December 25—Christmas Day! Merry Christmas at home but dreary enough here. Still the salutation was passed around in a half-hearted manner. It is the first day since the wreck that depression of spirit has been so contagious and camp-wide. The religious services, as we stood in the sand bareheaded (some barefooted also), hardly seemed to fit our situation, and the voice of the captain was subdued and occasionally tremulous.

We borrowed a chart from the captain and followed in pure imagination the course of the gig; and when we folded it Doctor Frank said he believed Talbot had arrived at the end of his journey and we should be relieved. Talbot has now been away thirty-seven days, and our several estimates of the time he would consume have been between thirty and forty.

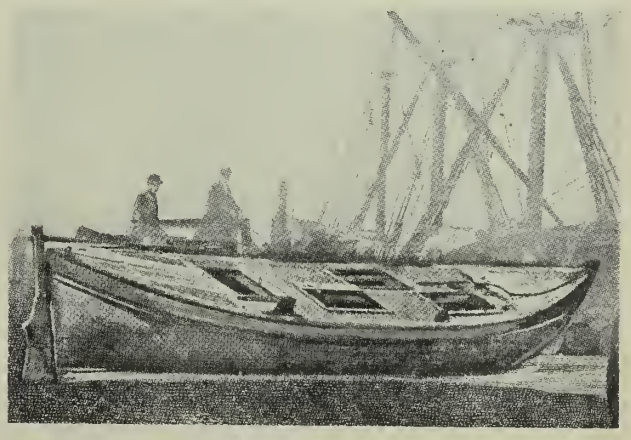
Every afternoon, when work is suspended for the day and we have repaired to the tent, the expression of Talbot's whereabouts is the first note of discussion, as though it had not been in our minds all the long weary day of work.

Twice every day I have climbed the rope ladder on the mast and searched with anxious eyes through my rescued opera glasses the shipless horizon, sometimes with such a hope and strain of nerves that phantom vessels plague my vision. The loneliness and solitude of the vast expanse of water surrounding us is beyond expression. Truly it is the desert of the Pacific ocean.

The rats are more in evidence of late. At first small and timid, they are now growing larger and bolder, running about and over us in the tents during the night. We are getting quite accustomed to their visits, however, and rolling ourselves in blankets or whatever covering we have, pay small attention to them. If we stay here for long, our attention to the rats will become more acute, for they begin to loom up in importance as a food supply.

The seal, on the contrary, are growing less in numbers, although great care has been taken not to frighten them away. Also, we have not attempted fishing on the reef lately, for fear of reducing their food.

Passed Assistant Engineer Blye today has been our Santa Claus and with several others I received a Christmas present of great value. As before noted, there came on shore from the wreck a box of Manila cigars, and it



DECK view of gig after eventful journey to Hawaii.

SHIPWRECKED CONTINUED

has been supposed that they were all distributed by the generous owner and smoked. Today, however, Mr. Blye discovered that three of them lay in the bottom of his chest, and to be impartial he divided them into three parts each and doled them out.

Mr. Bailey and myself have for several days been having the joint use of an old clay pipe he had saved, and we have been trying to smoke the dried leaves and bark of the bushes around us. It is a failure with me. Now much has been said by learned men *for* as well as *against* the use of tobacco, but I do not hesitate to testify to its great value in conditions such as ours. It has been a cheerful companion to our thoughts in solitude and a comfort in depression of spirits. I have even seen one man offer his only coat for a piece of plug about the size of a silver dollar.

Sunday, January 1, 1871, New Year's Day—"Happy New Year!" I think no one but the sentry at the storehouse saw the birth of the new year or cared to. For myself I hope there will be no more holidays to chronicle here except the one which liberates us from these surroundings.

Talbot has now been away forty-three days and it seems almost beyond probability that he should have reached the Sandwich Islands before the food was exhausted.

4

Tuesday, January 3—At midnight. It is near an impossibility sanely and calmly to write my journal tonight. My nerves are shaken and my pencil falters. I have climbed into the storehouse to get away from the commotion in the tent and all over the camp. No one can possibly sleep, for I can see through a rent in the canvas that men are dancing around a huge fire on the highest part of the island, hear them singing and cheering while feeding the fire with timber that we have been regarding as worth their weight in coin. To lookers-on the entire camp would seem to have gone crazy. This is why:

At half-past three this afternoon I was working on the schooner near Mr. Mitchell, one of the carpenters of the contractor's party. I was handing him a nail when I noticed his eyes steadily fixed on some point seaward. He paid no attention to me, and his continued gaze induced me to turn my eyes in the same direction to find out what was so attractive as to cause his ignoring me.

I saw then, too, something that held my gaze. Far off to the northeast and close to the horizon there was something like a shadow that had not been there when I had last visited the lookout. It appeared as a faintly outlined cloud, and as we both watched with idle tools in our hands it seemed to grow in size and density.

Very soon he spoke in a low voice, as though not wishing to give a false alarm: "Paymaster, I believe that is the smoke of a steamer."

After another look: "I am sure of it."

Then he arose a shout that all could hear, "Sail ho!"

The order concerning alarms was forgotten in his excitement, but as the captain stood near, his face beaming with joy, no notice was taken of the violation. He directed me at once to visit the lookout, and I did so, rapidly securing my glasses.

By the time I reached the top of the mast I could see that the shadow we had watched was developing into a long and well-marked line of smoke and that a steamer was headed to westward in front of it. I notified the eager, inquiring crowd at the foot of the mast and still kept the glasses trained on the steamer until her smokestack came into view.

She was not heading directly for us and I cannot describe the anxiety with which I watched to see if she was going to pass us by. My heart was thumping so loudly it could be heard. I could not believe she would fail to see our signal of distress that waved above me, and pass on to leave us stricken with despair.

When she arrived at a point to the north of us, I saw her change her course until her masts were in line, and then I shouted the fact to those below, for it was evident she was bound for Ocean Island.

The long dreary suspense was over. Our relief was near, and I slid down the Jacob's ladder pale and speechless. The few moments of tense watchfulness had seemed to me like hours of suspense, and it is slight wonder that it took some time to recover my speech. When I did so I acquainted the captain with all I had seen. By the time I had completed my statement the steamer was in view from the ground, and then I witnessed such a scene as will never be forgotten.

Rough-looking men—bearded and ragged and weak—were embracing each other with tears of joy running down their cheeks, laughing, singing and dancing.

The vessel was recognized as *Kilauea,* belonging to the King of the Sandwich Islands. She came within half a mile of the reef where *Saginaw* was wrecked, dipped her flag and then slowly steamed away in a southerly direction. This maneuver we understood—it was getting late in the day and our rescuers evidently were intending to return tomorrow and avoid the dangers of a night near the reef. Our captain has ordered a fire to be kept in good blazing order throughout the night as a beacon.

Thursday, January 5—*Kilauea* appeared at daylight and anchored near the west entrance of the lagoon, and very soon after her captain came to our landing place in a whaleboat. I recognized him as an old Honolulu friend—Captain Thomas Long, a retired whaling captain—and as he stepped from his boat, we gave him three rousing cheers while we stood at attention near the fringe of bushes around the camp.

Captain Sicard went down the beach alone to receive him and after a cordial greeting they conferred together for a few minutes. Together they came toward us, apparently in sober thought, and Captain Sicard held up his hand as a signal for silence. He uncovered his head and said in a tremulous voice:

"Men, I have the great sorrow to announce to you that we have been saved at a great sacrifice. Lieutenant Talbot and three of the gig's crew are dead. Only Coxswain Halford lived to carry the word of our disaster."

II. William Halford,
Coxswain, USN

When we left Ocean Island on November 18, we ran north to latitude 32 degrees and there took the westerly winds and ran east to, as Mr. Talbot believed, the longitude of Kauai Island. Ultimately we found ourselves not within a degree of that longitude and we then stood south.

Five days out we lost all light and fire and had no means of making either—no dry wood or tinder, although

we did have flint and steel. Not until shortly before the end of our voyage did we succeed in getting a light with a glass taken from an opera glass.

We suffered much from cold, wet, and want of food. The ten days' ration of bread in a canvas can was mostly spoiled. The two tins of cooked beans could not be eaten except to cause dysentery, as did also the boiled wheat. The gallon of molasses leaked out, and the sugar, tea and coffee were spoiled by wetting.

To the dessicated potatoes, five five-pound tins of which had been given us at the last moment when our rice was found spoiled, we attributed the preservation of our lives from starvation. For the last week it was all we had, mixed with a little fresh water.

We had heavy weather while running to the eastward. We hove to with the sea anchor twice and then lost it. We then made another drag from three oars, which also were lost. Then we made still another from two oars and a square of sail by crossing them. That lasted for three turns of bad weather, but the third time it broke adrift and all was lost.

Lieutenant Talbot was ill with diarrhea for seven or eight days straight. When he got better, he continued to suffer much from fatigue and hardship. He was somewhat cheerful the whole passage. Muir and Andrews were sick for two or three weeks. Francis was always well.

We failed to make land within a week of what we expected, and the first we saw was Kawaihua Rock, at the southern end of Niihau Island. This was Friday morning, December 16, nearly a month after leaving Ocean Island.

It was enheartening at least to know that we were nearing the end of our journey. Two days later we caught sight of our destination—Kauai Island—and that night we were off the Bay of Halalea on the north coast.

At eleven that night, on my watch, I called Lieutenant Talbot and told him that the night was clear and that I could see the entrance to Halalea Harbor. He ordered the boat to be steered for the entrance, but as we came near it clouded up and became dark, so we hove to again.

At one A.M. I called my relief. Andrews and Francis came on deck, as did also Mr. Talbot. After I went below the boat was again kept away toward the land for a short time and again hove to. At a little past two A.M. Sunday morning she was kept away again for the third time.

I remained below until I felt from the boat's motion that she was getting into shoal water. Then I awoke Muir and told him it was time we went on deck. He did not go, but I did.

Just as I got into the cockpit a sea broke aboard aft. Mr. Talbot ordered us to bring the boat by the wind. I hauled aft on the main sheet with Francis at the helm and the boat came up into the wind. Just then another breaker broke on board and capsized the boat.

Andrews and Francis were washed away and were never afterwards seen. Muir was still below and did not get clear until the boat was righted. When I next saw him he had all the symptoms of insanity.

Before the boat was righted by the sea, Mr. Talbot was clinging to the bilge of the boat and I called to him to go to the stern and there get up on the bottom. While he was attempting to do so, he was washed off and sank. He was heavily clothed and much exhausted. He made no outcry.

I succeeded in getting on to the bottom and stripped myself of my clothes. Just then the sea came and righted the boat. It was then that Muir put his head up from the cockpit and I assisted him on deck. Soon afterward another breaker came and again upset the boat. Going over twice, she came upright the last time and headed onto the breakers. We then found her inside the large breakers, and most of the danger was past.

We drifted toward the shore at a place called Kalihi Kai, about five miles from Hanalei. I landed in water breast-high and took with me a tin case of letters and dispatches. On board there was a tin box with its cover broken containing navigation books, charts, Captain Sicard's instructions to Lieutenant Talbot, and other documents among which were Muir's and Andrews' discharge papers. The box also contained Francis' and my transfer papers and accounts destined for the Mare Island Navy Yard.

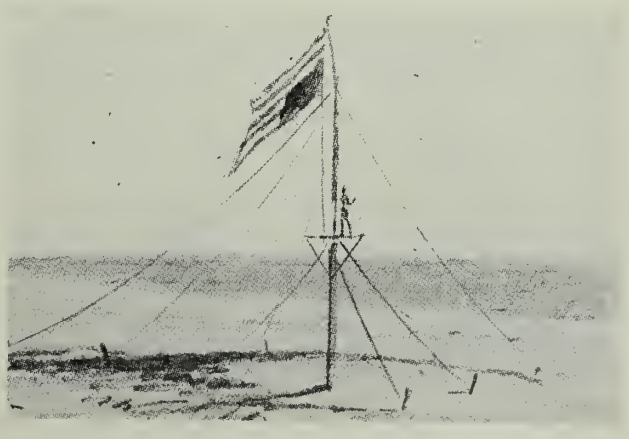
I landed about three A.M. but saw no one until daylight when, seeing some huts, I went to them and got assistance to get the boat on to the beach. I had previously, by making five trips to the long boat, succeeded in bringing ashore the long tin case of papers, the chronometer, opera glasses, barometer, one ship's compass, boat's binnacle compass, and had also assisted Muir to the shore. He was still out of his head, saying but little and that incoherently. He groaned a great deal.

I was now much exhausted and laid myself down to rest until sunrise, when I looked for Muir and found him gone from the place I had left him. Soon after I found him surrounded by several natives—but he was dead and very black in the face.

During the day I got some food and clothing from the natives. After resting, I and a native named Peter went on horseback to Hanalei and returned with a sheriff and a coroner to Kalihi Kai where an inquest was held over the bodies of Lieutenant Talbot and Muir, the former having drifted ashore just before I left. Mr. Talbot's forehead was bruised and blackened, apparently from having struck the boat or wreckage.

After the inquest the two bodies were taken to Hanalei, put into coffins and buried the next day in one grave at a place where a seaman belonging to USS *Lackawanna* had been buried in 1867. Before I left Hanalei for Honolulu it was reported by a half-white that Andrews' body had come ashore and had been taken care of.

Landing at Honolulu on board the schooner *Wainona* on December 24, I went immediately to the United States consul's office, where I saw him and the Minister President and told them my story.



FLAGSTAFF on island from which rescue ship sighted.

TAFFRAIL TALK

FROM R. E. "Rocky" Falls, TMC, USN, recruiter at Wytheville, Va., comes a ringing challenge on the assertions made by ALL HANDS writer Earl E. Smith, JOC, USN, in an article on Navy coffee and its brewers. (See ALL HANDS, August 1949, p. 2.)

"Shipmate Smith," he says in an air of deep affliction, "should have given credit where credit is due. He gave an excellent article a bad send-off by stating that the bridge gang is seldom challenged as coffee makers. Who, may I ask, decided in the first place that a skivvy waver could make coffee ? . . .

"It may be a mystery as to how the word gets around about the bridge gang's coffee, as stated by Shipmate Smith. I sincerely



hope it remains a mystery, lest some unsuspecting torpedoman striker encounter a cup of it and remain fouled up for the rest of his naval career.

"How did the word get from the torpedo shack to the FC director on uss *Rhind* (DD 404) ? We needed no word. The fragrant aroma of that delicious brew would waft through the rigging (this, up to now, has remained a closely guarded secret; by releasing it I may have to change my rate) and curled the bunting just run up by the ever-vigilant bridge gang.

"A certain Llewelyn, FC1, knew with a seaman's eye, by the way the bunting wilted and faded, just when to make the last minute dash. For a cup of that torpedo shack coffee, Lew braved the wrath of the boatswain's mates by running through their wet paint, not to mention injuring several underground savages emerging from the fire rooms who were not agile enough to escape the dashing demon.

"By this time, Lew would appear at the shack, frothing at the mouth and with eyes rolling, to beg: 'Give me a shot, shipmate, buddy; one shot will save me.'

"Bridge gang coffee," Falls concludes, "Ha !"

All of which teaches a lesson: Good, bad or indifferent, Navy coffee always leaves good grounds . . . for controversy.

★ ★ ★

Each month, a thousand or more readers sit down and address a letter to this magazine. The daily rate averages from 50 to 100.

Some want answers to questions, part of which find their way into Letters to the Editor pages, others being answered by direct correspondence. Some have comments on previous articles — and pro or con, we appreciate them both.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Navol Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: W. D. Bell, AF3, and J. B. Goery, Pfc, ask directions from a member of the Royal Guard during shore leave in Athens, Greece. The men were assigned to USS *Philippine Sea*, which made a goodwill tour of European ports along the Mediterranean.



GETTING
THE
WORD

GUARDIANS OF THE PEACE...



Our nation's security and destiny depend on the Navy's future... The Navy's future depends on you.

D208.5: 949

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

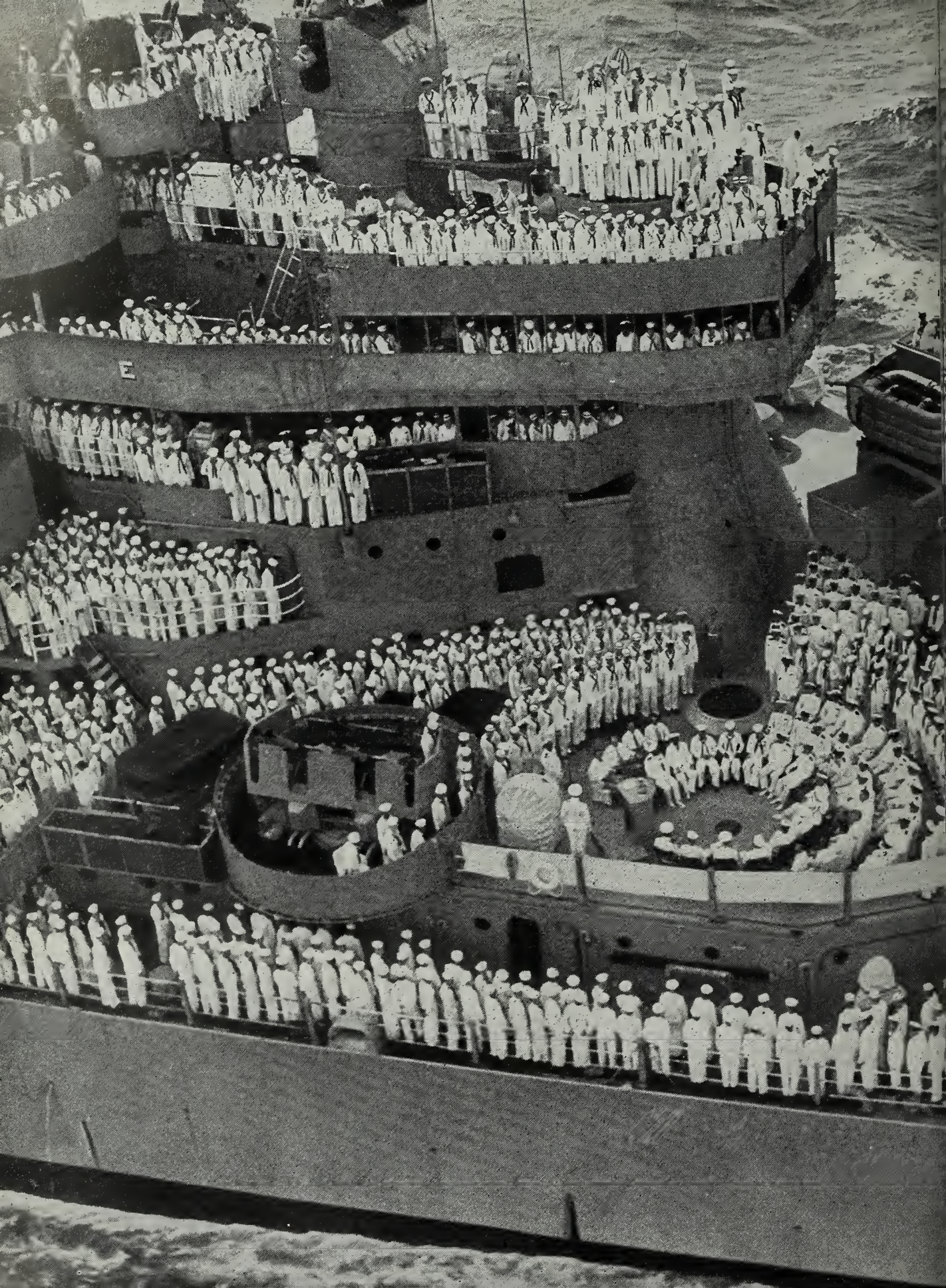
NAVPERS-O



This magazine is intended for 10 readers. All should see it as soon as possible.

PASS THIS COPY ALONG

NOVEMBER 1949





ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NOVEMBER 1949 Navpers-O NUMBER 393

REAR ADMIRAL JOHN W. ROPER, USN
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

Page

Battered Buttercup 2
Music-Makers Harmonize Peace-Makers 5
The Word 6
Enemy Planes Put in Mothballs 8
Toledo Is Cruising Classroom 10
Sub Rescue Ships Have Rugged Job 12
Larger, Speedier, Tougher LST 19
They're Working Together 20
Navy Sports Roundup 22
Letters to the Editor 27
Military Sea Transportation Service 30
Today's Navy 32
Servicescope: News of Other Armed Services 42
Bulletin Board 44
- New Pay and Allowances Table 45
- Press Services Consolidated 48
- Applications for 1950 LDO Program 49
- Uniforms for Fleet Reservists 50
- CPO Exams Set for 1 Dec 1949 53
- Legislative Summary 57
- Directives in Brief 57

Books: Libraries Get Best Books 58
Book Supplement: *River Gunboats* 59
Taffrail Talk 64

• FRONT COVER: Alert is the word for this Navy gun pointer on board the aircraft carrier USS *Coral Sea* (CVB 43) as he scans the sky for possible "enemy" planes.

• AT LEFT: Personnel serving in USS *Missouri* (BB 63) gather around the bronze placque marking the spot where the formal document of surrender was signed between the allied powers and the Japanese empire. The ceremony marked the fourth anniversary of peace since World War II.—Photo by E. H. Scott, PH2, USN.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photographs unless otherwise designated.





SHORES are set up to seal a hatch sprung by blast from below (above). Center: Men check a hole made by a bomb in deck of living compartment.



DRENCHED damage controlmen work in spurts to stop leak in *Buttercup's* ruptured water line. Before it's fixed trouble will break out elsewhere.

BATTERED

MEASURED by the close whine of shells and "direct hits" below deck, USS *Buttercup* easily qualifies as the bustlin'est ship of the Navy, just trying to keep afloat. Even so, her damage control party practically never gets ahead of its work.

No sooner is a sagging bulkhead shored up or a ruptured water main stopped from gushing all over a compartment than something else goes wrong.

Despite all the damage, there's not much danger of *Buttercup's* sinking. She couldn't go down if she wanted to, even with her seams gaping wide open.

She's a fake.

A 40-ton training vessel, *Buttercup* floats in her own concrete-bottomed "sea" near the Navy's damage control school on Treasure Island Calif., serving as a real-life model for damage control training. Here students apply in shipboard action the lessons learned in classroom instruction.

Although her H-shaped structure is far from a direct replica of sea-go-





ANKLE-DEEP water in a battle damaged living compartment complicates job of sawing shoring. Training is as realistic as man's ingenuity can devise.

BUTTERCUP

ing naval vessels, *Buttercup* approaches a fair measure of authenticity below decks in her seven equipped compartments – cargo hold, living quarters, pumproom, switchboard space, ventilating room, generator compartment and damage control headquarters.

When the ship is "underway" with students on board, anything can happen – and usually does. The rasping call to general quarters is one of the more familiar sounds on board.

From then on, battle conditions are as real as human ingenuity can contrive.

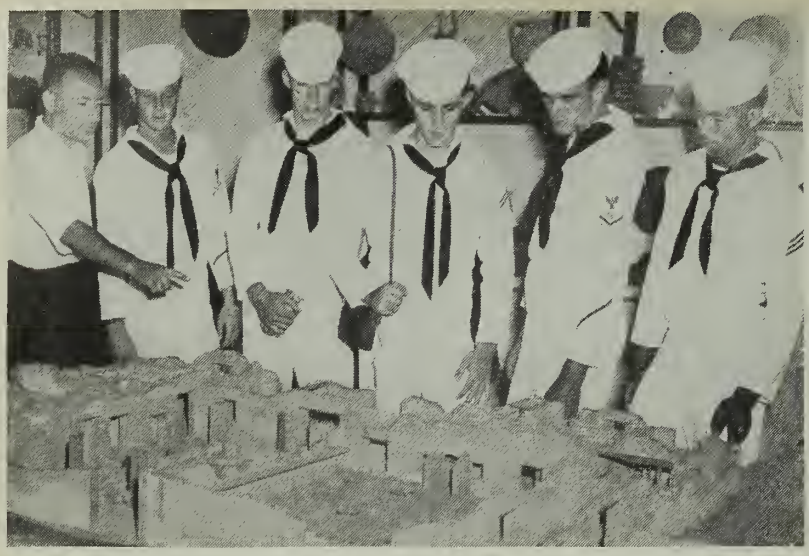
Down in the compartments, the men at battle stations go to work amid the sound of furious battle, complete with explosions of "direct hits" and "near-misses," – as piped below through loud speakers.

When fires break out in a compartment, the students climb into asbestos suits and gas masks and carry the latest fire-fighting equipment into the fray.

In other parts of the vessel, shoring



SHELL HOLE in *Buttercup*'s battered bulkhead is plugged temporarily by a mattress stuffed in a box and held by an anxious trainee until shores are cut.



SCALE MODEL of home of wealthy wine merchant occupies the interest of sailors from USS *Juneau* who visited 25-century old ruins of Pompeii.

Juneau's Sailors View Ruins in Pompeii

Six sailors from the antiaircraft cruiser USS *Juneau* (CLAA 119) turned the pages of time back almost to the front cover not long ago. They motored from Naples, Italy, to the nearby ruins of Pompeii which date back to 600 B.C.

Although Pompeii was stricken by an earthquake in 63 A.D. and by the terrific eruption of Mt. Vesuvius 16 years later, the original gateway to the city is still standing. Upon alighting from their automobile and entering the ancient portal, the six sailors felt that they were walking into a different world.



BRONZE STOVE before which ancients toasted their hands sparks the imagination of a modern sailor.

Before them lay the old city, largely in ruins but still silently descriptive of the days 25 centuries ago.

In the center of the city the group visited the huge square once used as a marketplace and a site for mass meetings. They viewed the remains of the Temple of Jupiter, king of the gods, which stands at one end of the square.

The party found many of the once-luxurious homes to be surprisingly well preserved. The outer walls of each home were discovered to contain fountains, statuettes and flowers — sometimes very attractive. Without difficulty, the sailors were able to visualize the mansions as they were long ago — lavishly furnished and decorated, and bearing paintings and mosaics on their walls.

Leaving the city, the bluejackets visited the small museum which exhibits some relics of Pompeii's heyday. There they studied a scale model of a wealthy wine merchant's home.

Since the day was bright and sunny, the men took a number of photographs to remind themselves — as well as friends and relatives — of the pleasant trip. The visit to Pompeii was a privilege which only a few Americans each year can afford, unless — like the *Juneau* party — they are members of the U. S. Armed Forces.

up operations are going on to bolster weakened bulkheads and sprung hatches. Telephone talkers in contact with damage control headquarters suddenly hear electric power has failed and emergency measures must be taken to work pumps and other electrically-run gear. Meanwhile time runs thin.

As the pitch of battle rises, ruptures in the fire main threatens to flood several compartments at once, and the students have to be quick about repairs or the ship will be "lost."

As much as two or more feet of water can flood a compartment without too much "danger," but if the damage control party is much slower, *Buttercup* will respond like a real ship and develop a list of about seven degrees — equal to 30 in a vessel at sea — and touch bottom in the concrete tank.

Her condition is then held to be "serious," and little can be done but to abandon ship. The students know they'll be back to try again, and with much practice under simulated conditions they soon become proficient damage controlmen, ready to handle real eventualities on their own ships.

Instructors on *Buttercup* have rigged up more than 100 variations of damage to test the skill of their trainees. Ruptures in the water main and broken seams in the hull are carefully masked with tape. Standard heavy equipment such as rows of lockers cover up shell holes. And every class has several students who grow red in the face tugging and prying and pulling at one deck hatch and one watertight door that won't budge. (They're sealed tight.)

With as many as two or three shell hits, several near misses and at least one torpedo hit during every two-hour drill, *Buttercup* is on her way to becoming one of the more battered vessels anywhere.

Only one other definitely exceeds *Buttercup's* mark and that's another *Buttercup*, used for the same purpose at the Philadelphia Naval Base. The Philadelphia training ship has been in use since 1944 and exceeds the Treasure Island *Buttercup's* damage by five years of frequent general quarters action.

In spite of their troubles, the two *Buttercups* are a durable duo and are likely to be around for a long time, receiving a battering from both "enemies" and students.

Music-Makers Harmonize Peace-Makers

JUST BEFORE USS *Winston* (AKA 94) got underway from the U. S. for a Mediterranean cruise plans were made to form a ship's orchestra. Be nice to listen to soothing music while cruising off southern Europe, the crew decided.

There was a sudden flurry of activity aboard the vessel. Shortly before departure a dock crane dumped several large crates of musical instruments on deck. Happily the crew stowed the gear away. Now they would have music.

Out at sea, the instruments were uncrated and inspected. A wail of dismay followed. The bass drum had no pedal, the snare no sticks. The wind instruments had no reeds, the clarinet could not be tuned and the alto sax was damaged beyond repair. Worst of all, there was not a sheet of music on board.

Undaunted, *Winston's* crew formed several "raider units" that pounced upon small music shops as soon as the ship arrived at Gibralter. These raids were later repeated at every Mediterranean port in which the ship dropped anchor.

Eventually, after much wild gesturing, spirited bargaining and conversations of mixed Spanish, French, Greek, German, Turkish and English, the essential instrument parts were obtained.

Finally, *Winston's* skipper, who had been patiently waiting for the sound of soothing music, summoned the executive officer and casually inquired as to why the ship's orchestra had not presented a musical program. The exec said he would look into the matter.

He did.

Every man on board *Winston* who could tell the difference between a bass drum and a pie tin or a hockey stick and a saxophone suddenly found an instrument thrust into his hands. Slowly a few people who knew at least a little something about music separated themselves into a group. A third class aviation electrician's mate manned the sax. A marine corporal tuned up the guitar. An ensign practiced scales on the clarinet, a JG handled the trumpet, a steward's mate strummed the bass fiddle and a marine lieutenant and a stewardsman vied for the drums.

In the next few weeks many members of ship's company made emphatic requests for the ear plugs normally used during firing practices. Others complained the weird assortment of sounds emerging from the band practice room was driving them crazy. The reeds squeeked, the trumpets clashed, the piano was a half-tone flat and the music from 10 to 20 years old. The exec offered to play the piano, but it didn't help matters much. He played by ear, the others by note, and any recognizable harmony was sheer accident. Several enthusiastic suggestions were made to heave the works over the side.

After a shakey appearance at a ship's happy hour and several more days of practice, the jittery orchestra — now held together by a newly acquired note-reading piano player — received word it was scheduled to play before delegates of the United Nations assembled on the beautiful island of Rhodes. The previous night these delegates had signed the treaty between Trans-Jordan and Israeli. Everyone on board *Winston* secretly wondered if the orchestra's appearnace would precipitate a new crisis.

Sweating freely, the eight-piece orchestra mounted the bandstand as the lights were dimmed and the hubbub of conversation died out. Down came the baton and the international elite received their first taste of music a la *Winston*. Smooth, soft music flowed from the instruments — and they all were playing together.

Shortly afterwards people were dancing, laughing and humming the melodies. The orchestra played on and the tension disappeared. By midnight an English colonel was singing duets with a Greek maiden, and a young Arab was pleading for a chance to play the drums. Several officials took turns at the piano. Said the United Nations Mediator: "If this had happened two months ago, it certainly would have saved me a lot of work."

Winston's musical aggregation is no longer an unmentionable subject. Crew members will now proudly tell you the ship has an orchestra — and a good one. — Lieutenant J. B. McPherson, CHC, USN.



THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• ITEMS FORBIDDEN – All naval personnel are warned to avoid purchasing any items which bear the impressions of any type U. S. currency.

BuPers Circ. Ltr. 155-49 (NDB, 30 Sept 1949) states: "It has been reported that large quantities of metal cigarette cases and cigarette lighters which bear engraved impressions of genuine American currency have been confiscated as contraband. Most of these items were purchased by personnel stationed in the Far East.

"The Secretary of the Treasury has called attention to the fact that the introduction into the U. S. of material bearing the impression of U. S. currency or obligation is in violation of U. S. criminal statutes."

• PERSONNEL DIARIES—Logs of all changes in personnel aboard a ship or at a shore station should not be sent in to the Bureau of Naval Personnel, BuPers has reminded all commands.

Increasing numbers of these diaries, states BuPers Circ. Ltr. 145-49 (NDB, 15 Sept 1949), have been forwarded to the bureau instead of to the cognizant personnel machine accounting installation.

• EARLY MAILING – Overseas Christmas parcels being mailed to personnel stationed outside the continental U. S., should be sent prior to 15 November if they are to reach their destination by the holiday season.

Weight limit on parcels has been set at 70 pounds with a maximum measurement of 100 inches, length and girth combined. Gifts should be packed in metal, wood, or strong fiberboard boxes and plainly marked, "Christmas Parcel." The address should be marked directly on the box and not on gummed labels that might become detached from the box during handling. An additional addressed slip, along with the return address and a list of contents, inside the box will insure delivery of the parcel if the outside address is obliterated.

'Navy Man of the Month' Gets Free Tour

From among the thousands of naval personnel stationed in the Hawaiian area, each month the Hawaii Visitor's Bureau selects the "Navy man of the month" and fetes him with a full day of sightseeing and entertainment.

Along with the "man of the month" from the Army, Marine Corps and Air Force, the sailor chosen is allowed to bring along his wife or girl friend on the expense-free tour that includes visits to the top entertainment spots in Hawaii.

Selected as Navy man of the month during August was Wilbur Lee Adkins, BM1, USN, of the Inactive Floating Drydock Group at Pearl Harbor Naval Base. He was chosen for his outstanding abilities displayed in leadership, initiative and industry, in addition to his excellent appearance in military dress and bearing.



SELECTED Navy man of the month in Hawaii, W. L. Adkins, BM1, enjoyed tour with his attractive wife.

• BONUS FORMS — Servicemen from Minnesota, Iowa, Indiana and South Dakota may obtain bonus applications on their ships or stations under a new plan in which commanding officers may requisition the forms from the district civil readjustment officer of the 9th Naval District.

The plan of acquiring a supply of the forms for eligible personnel of a whole unit saves individual correspondence of personnel with their home states, thereby speeding up payment in some cases.

Forms for applying for the Minnesota bonus, which has a maximum payment of $400, become available for the first time during October 1949. Applications for Iowa, Indiana and South Dakota bonuses have been available for some time.

Details of bonuses for these four states and others were announced in previous issues. (See ALL HANDS, May 1949, p. 46 and August 1949, p. 51.)

• PHOTO INTERPRETATION CENTER—Officers and enlisted men in the Regular Navy and Marine Corps may apply for courses in photographic interpretation and photogrammetry.

Two courses—one in each subject—are open to Naval officers of the rank of lieutenant commander through ensign and Marine Corps officers of comparable rank as well as to a limited number of enlisted personnel in AF, PH or QM ratings of the third pay grade and above.

Each officer candidate must have had training on the college level in one of these fields: architecture, geology, cartography, photography, geography, or mathematics. Comparable experience may be accepted.

The courses have been extended in length to 20 weeks from 15 weeks. Photographic interpretation is considered a prerequisite for photogrammetry but qualified applicants may enter directly into the photogrammetry course.

Photo interpretation includes fundamentals of photographic interpretation (aircraft, cameras, scale, stereoscopy and mosaics) and detailed aerial photographic interpretation of industries, electronics, guided missiles, defenses, harbors and beaches.

Photogrammetry includes determination of geographic and astronomic control, cartography, optics, contouring, radial line plot and trime-

Pix of Navy Men in News Sent to Relatives at Home

People whose Navy relatives have been mentioned in the news often receive a pleasant surprise some months later. Upon arriving at the mail box one morning they find an envelope from the Fleet Home Town News Center, Great Lakes, Ill. Within the envelope are negatives and often printed photos — duplicates of the pictures earlier sent to home town papers.

The FHTNC does a large volume of business. The amount of material distributed monthly permits filing of news and photo releases for only a limited time. Then they must be removed from News Center premises. Believing that the practice is much better than discarding the material, the center now forwards it to interested persons.

Home town news negatives and file prints are retained by FHTNC for six months before being sent to appropriate persons.

trogen mapping, map projections, control mosaics and photogrammetric instrument operations.

Photo interpretation courses will commence hereafter each 1 March and 1 September. Photogrammetry courses will commence each 1 February and 1 August.

Only enlisted men with high Navy test scores or with demonstrated proficiency will be considered for these highly technical courses. Obligated service of 18 months is required. Requests for enlisted quotas should be addressed to Chief of Naval Personnel (Attn: Pers 6367).

Officer applications must reach the Chief of Naval Personnel (Attn: Pers 4221) not later than two months preceding the convening date of the course.

For more dope, see BuPers Circ. Ltr. 152-49 (NDB, 30 Sept 1949).

• **DRIVERS' LICENSES**—People in the Navy or the other American armed forces or the Merchant Marine who hold New York drivers' licenses will in most cases find their licenses to be good for a longer period than expected.

BuPers Circ. Ltr. 156-49 (NDB, 30 Sept 1949) gives the latest provisions concerning motor vehicle operators' licenses and chauffeurs' licenses issued by the state of New York. The following paragraph, quoted from the circular letter, constitutes the heart of the matter.

"Chauffeur and operator licenses of persons in the armed forces who have served during the period from 16 Aug 1940 to 31 May 1949, if valid during such period, will be regarded as valid for a minimum of 60 days following discharge or release to inactive duty. Chauffeur licenses will be valid for at least 60 days from discharge to the following 31 May. Operator licenses will be valid for at least 60 days following discharge to the following 30 September."

The letter clarifies that paragraph with the following example:

Suppose a person possessing a New York state operator's license is discharged from the service on 31 July. He may regard his operator's license valid until 30 September of the same year. However, if he is discharged from the service on 2 August, the 60 days would extend beyond the following 30 September, and his license would be good until 30 September of the following year.

The same applies to chauffeur's licenses, except that 31 May of any year will be the guiding date.

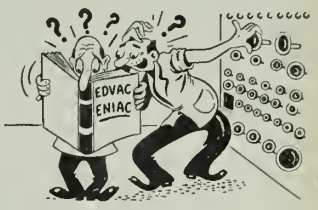
There will be no automatic extension of licenses for anyone entering the service on or after 31 May 1949. For those who entered before that date and are still in the service and have current New York state drivers' licenses, there is a deadline beyond which their current licenses will not be good. It is 30 Sept 1951 for operators' licenses and 31 May 1951 for chauffeurs' licenses.

• **FLIGHT TRAINING**—From now until 30 June 1950, the Navy will accept approximately 1,200 unmarried male citizens for flight training as naval air cadets. Preference will be given to applicants who have graduated from an accredited college or university, or junior college graduates who have completed not less than half of the requirements for graduation in a four-year college course.

Applicants who successfully pass the physical requirements will be ordered to flight training. Upon completion of the course, successful cadets will be commissioned as ensigns in the Naval Reserve or second lieutenants in the Marine Corps Reserve.

HERE'S YOUR NAVY

Mathematical computing machines belonging to the Navy and the National Bureau of Standards possess such unusual names as Eniac, Edvac, Ordvac, Binac, and Raytheon Com-



puter. These machines are so complex that few people except master mathematicians can understand and fully appreciate them. The things they can do, however, are enough to impress anyone.

★ ★ ★

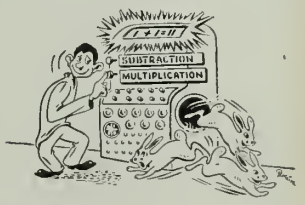
The Raytheon Computer, for example, is equipped with a memory which is originally capable of retaining 1,024 words, numbers or instructions. By adding attachments, the



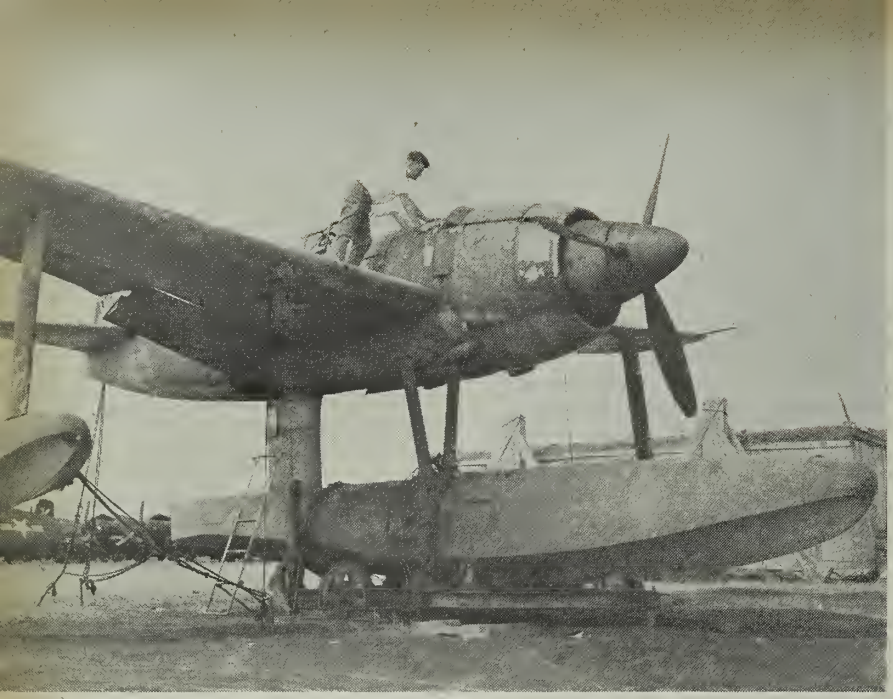
operator can increase the machine's memorizing ability four-fold, or to a total of 4,096 words, numbers or instructions. This computer has facilities for extensive self checking.

★ ★ ★

These machines are extremely valuable in solving the complicated problems that continually arise in scientific work. An easy task for an electronic computer would be to multiply



50,000 pairs of 10-digit numbers, add the products and come up with the correct answer in less than five minutes. The multiplication alone would take most of us more than two years if we used pencil and paper.





LATE MODEL Jap float plane (left) is readied for pickling. It will eventually be housed in the National Air Museum.

Navy Puts Enemy Planes in Mothballs

HAVING successfully worked out a method of preserving its own ships and planes in ready condition for any combat emergency, the Navy has undertaken to put in mothballs a dozen-odd captured German and Japanese warplanes.

The planes are types representative of those flown by our two former enemies in World War II and were captured intact by American forces in Germany and Japan at the close of the war. They were brought back to the U. S. on board Navy aircraft carriers and will eventually find their way into the National Air Museum where the children of World War II can see what their daddies fought.

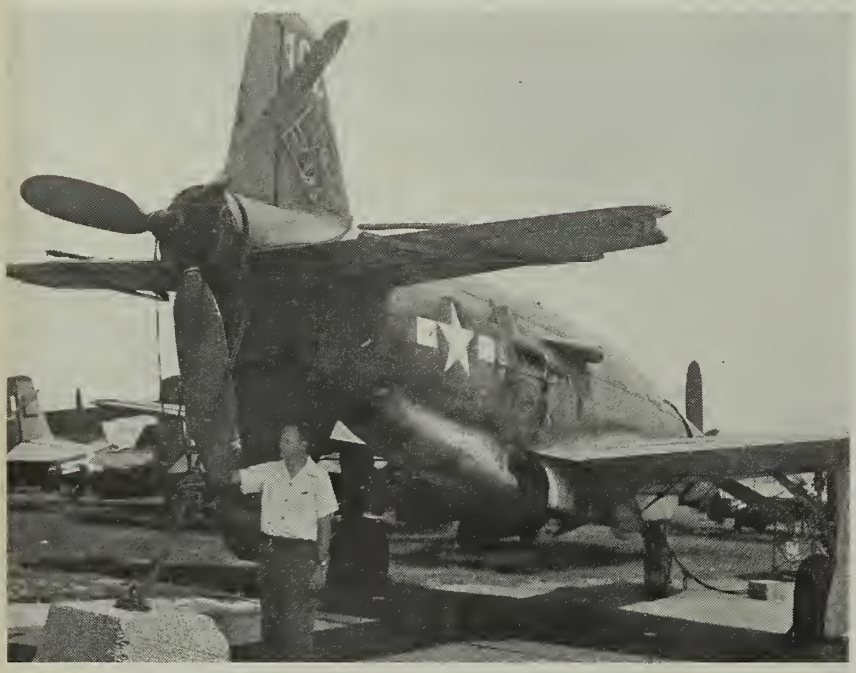
Once installed in the Air Museum, these planes will take their places beside such famous early aircraft as the Wright Brothers' *Kitty Hawk*, Charles Lindbergh's *Spirit of St. Louis* and American warplanes of World Wars I and II.

But until the Air Museum can find room for them, the planes must be stored and preserved. The Navy—which has plenty of experience storing and preserving its own fighters and bombers—has underaken to keep some of these museum pieces in A-1 condition.

Naval Air Station, Norfolk, Va., has been given the task. At Norfolk, two types of preservation techniques are being used to keep Old Man Rust away from the captured airplanes. One is known as "cocooning"; the other is called "canning."

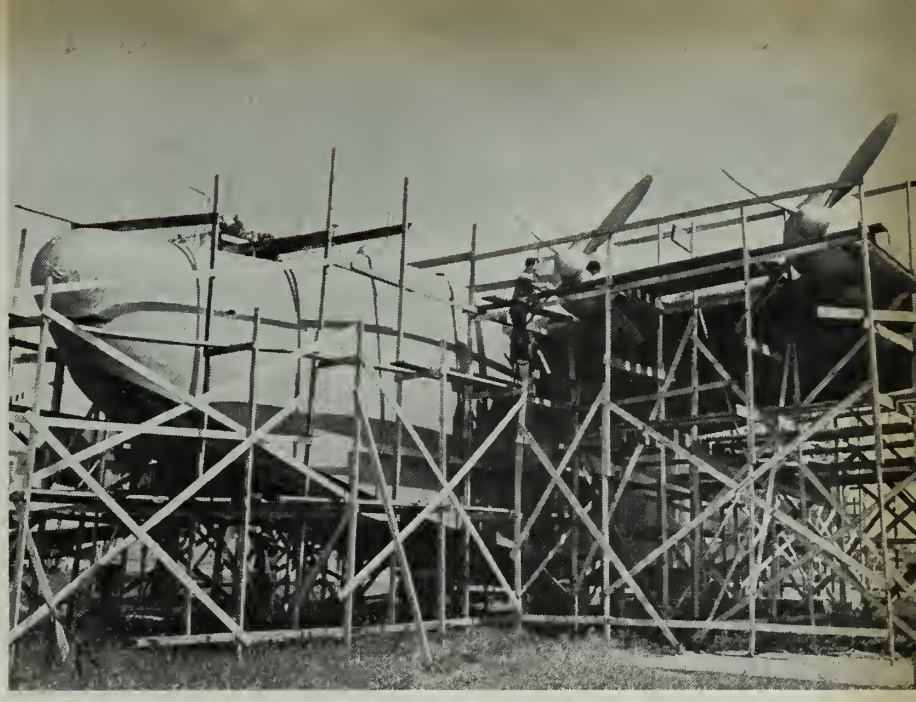
In cocooning, briefly, the plane first of all must have its cracks and crannies plugged up tight so that little outside air can get in. Then, a network of tape is woven around the parts of the plane that stick out—engine nacelles or landing gear.

To take the moisture out of any air that does seep into the plane, bags of silica gel are spotted around the inside. The gel must be replaced every few months by cutting slits in the side of the plane, replacing the



FANTASTIC Nazi bomber, the Dornier 335, has power coming and going—she has engines in nose and tail. It too is being fitted for a plastic overcoat.





CARRIER-BASED Jap bomber is inspected prior to monthballing (left). Right: *Emily* is preserved in a plastic cocoon.

bags with fresh ones, then resealing and spraying the fuselage.

Finally, to wrap the plane up tight, several coats of special plastic liquids are sprayed over the plane and its netork of tape, enclosing the whole in a weird, shroudlike canopy of strong but flexible translucent plastic.

This method is used for the big planes like the Japanese flying boat *Emily*. With its wing sections outboard of the engine nacelles removed, *Emily* looks like a giant toad sitting in its plastic cocoon on the Norfolk airstrip.

The *Dornier* 335, a grotesque-looking medium bomber used by the Germans, is probably the oddest plane in appearance at the field.

The *Dornier,* a two-engined plane, has the conventional puller-type propeller in its nose with a pusher-type propeller and engine built into the tail. This strange specimen too is being fitted for a plastic cocoon.

Smaller planes like a Japanese twin-jet fighter are being "canned." To can a plane, a huge, oblong, corrugated steel box is built and the plane merely trundled into it. Some of these boxes are large enough to hold four fighters.

Once built, several of these boxes or cans are connected by circulating pipes which carry dry air into the cans and keep them dehumidified. Effective dehumidification, the Navy has found, means a humidity of no more than 30 per cent of saturation.

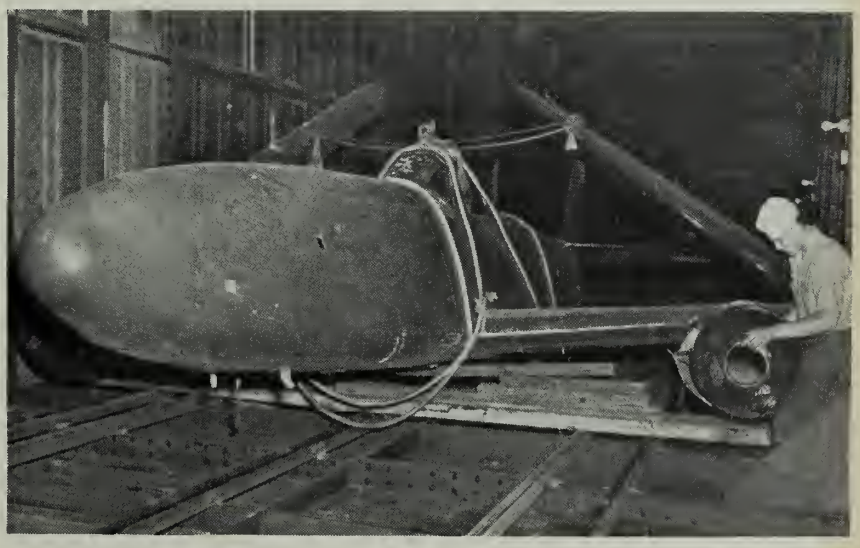
The experts say that cleaned up, well lubricated and wheeled into one of these low-humidity boxes, a plane will keep for an idefinite period.

There is also one American plane at the field as well as the German and Japanese craft. It is an experimental observation plane, the XF5U-1, and it runs the *Dornier* a close second for the most grotesque-looking plane at the field.

Shaped like a giant pancake and powered by twin-engines, the plane was nicknamed *"Flapjack"* and was built to hover nearly motionless in the air to enable observers to spot points on the ground below. It can also really make knots when necessary.

Before the German and the Japanese planes were consigned to the Air Museum via their Navy cocoons, each one was given a thorough shaking-out by American airmen. The fly boys call this putting a plane "through the wringer."

"The wringer" consists of a series of the toughest tests the experts can devise. From these tests, the Navy and Air Force were able to diagnose exactly what the enemy had in his planes that the U. S. didn't.



TWIN JET Jap fighter, patterned closely after German counterpart, is checked before steel can is sealed and the dehumidification process begun.





INJURED seaman is transferred to *Toledo* from *Shelton*. Middie receives instruction on 40-mm. loading machine.

Cruiser Serves as Sea-Going Classroom

THE heavy cruiser uss *Toledo* (CA 133) entered a new phase of her naval career — that of a sea-going classroom — when she departed from San Francisco, Calif., with 420 midshipmen aboard.

Questions by the dozen bombarded the crew: "How do you get to compartment A-310-L? Where's the head? Where's number one fireroom? What time is chow? Where do I stow my seabag? asked the midshipmen as they began their first summer cruise.

Another heavy cruiser, the flagship *Helena* (CA 75) and four destroyers accompanied *Toledo* as she steamed past the docks of San Francisco. Cameras clicked and necks craned as the task group slid under the famous San Francisco-Oakland Bay Bridge, by the Federal Prison, Alcatraz, and then to the mouth of the harbor and under the world-famous Golden Gate Bridge.

Questioning glances were exchanged as the ship encountered the usual rough water just outside the harbor entrance. Was it always like this? Some wished their feet were planted on terra firma.

Days fell into a smooth routine as prearranged programs, dividing them into different drill periods, went into effect. Movies, lectures and on-the-spot instruction soon increased the middies' knowledge. Each lecturer knew what his job would be — to teach the midshipmen as much as possible in the short time allowed. Midshipmen divisions attended classes in two-week periods as they absorbed lectures in departments to which they were temporarily attached — operations, gunnery or engineering.

Gunnery drills, battle problems and maneuvers filled the days as the future officers swung into their work with a will. Refueling at sea brought forth spectators from personnel of *Toledo* as well as the destroyers she refueled.

The task group entered Balboa, Canal Zone, 30 June 1949 and *Toledo* tied up alongside *Helena* at pier 18, just inside the entrance of the Pacific end of the Panama Canal. Liberty was plentiful and all hands swarmed ashore.

Souvenirs from all over the world attracted buyers in Panama. Ebony from India, jade, silks and cloisonné vases from China and Japan, alligator bags and shoes from Cuba and



CAPABLE CRUISER *Toledo* was made a sea-going classroom for the summer. She carried midshipmen on a two six-weeks, 7,500-mile training cruises.

Chief Error of the Terror Has Had Colorful Navy Career

Error, DCA, USN — chief dog, acting appointment — could tell some salty but nostalgic tales of World War II, if he could talk, and no doubt would keep the people of Charleston, S. C., entertained with his stories of the sea.

Error was shanghaied into the naval service in 1942 by a sailor who brought him aboard the minelayer USS *Terror* (CM 5) in his peacoat pocket. Navy life proved to be to the liking of the young dog, and he was soon dubbed "Error of the *Terror*." Although slightly underage for enlistment, he was officially made ship's mascot. He was given a service jacket and a service number — 000 00 00 — and a clear record was made of his leave, absences and conduct.

Error grew to be a large brown dog capable of taking care of himself in any situation. He has taken part in brawls in foreign ports that almost equalled some of the Navy's major engagements against the foe. When a lady was involved, Error usually trotted victoriously away with the object of his affections.

When Error's ship, *Terror*, was decommissioned in 1947 and placed in the Charleston group, Error — by then a chief — was transferred to the high-speed minesweeper USS *Hambleton* (DMS 20). He took one cruise aboard *Hambleton* and decided that he was aboard the wrong kind of ship. He was seasick! But back ashore he held his head high as though he thought such a minor failing couldn't lower the dignity of an old-time sailor with a record such as *his*, with all his war service and everything.

The closest Error ever came to spoiling his service record by being



SHIPMATES sit and swap sea stories with Error, DCA, USN, on board the chief's ship USS *Arcadia*.

AOL was when he missed his ship in Tarawa. The morale of *Terror's* men hit an all-time low when they had to weigh anchor without their beloved Error aboard. The captain sent the word by dispatch throughout the Pacific that Error of the *Terror* was AOL.

Before long, Error was located, and as an early example of unification the Army flew him back to his ship. It was said that he had acquired a family and was rather reluctant to return to duty. He was given captain's mast, but since he hadn't been fully instructed as to when his liberty was to expire, he got off with a warning.

In the Okinawa operation, while *Terror* was an anchor at Kerama Retto, the ship was struck by a Jap suicide plane. Error was right in the middle of things, but got off with superficial wounds.

After his postwar cruise aboard *Hambleton*, Error found duty closer to home — and of a less rigorous nature. He reported aboard the destroyer tender USS *Arcadia* (AD 23) which is tied up alongside the inactivated *Terror*. His present duties consist mostly of barking at the tugs which pass his ship. Tugs are to him what motorcycles and noisy cars are to landlubber dogs. He rarely, if ever, misses one — and can tell when one is coming, even if he is dozing and the tug is soundless to human ears.

Chief Error goes independently on his way and seldom takes orders from anyone. Most of his real friends — those with whom he shared comradeship during the years of combat — are gone. He is left alone to care for the pride of his old buddies and himself — the minelayer *Terror*. Although usually gentle and almost listless, Error can spring into action with surprising speed — especially if he thinks his old home needs protection. Recently a high school class visited the Navy Yard and included an inspection tour of *Terror* in their program. Error made such a commotion about strangers being allowed on "his" ship that he had to be tied until the visitors left.

Error is getting a little older, and perhaps wiser. He doesn't go on liberty quite so often now and is getting fussy about his food. If he and the cook aboard *Arcadia* have a falling out over the quality of the chow, Error goes to another ship to eat and is always welcome.

He shows a slight favoritism toward cooks and boatswain's mates, but is not a one-man dog. He's a one-ship dog, though — and his ship will always be USS *Terror* (CM 5) — George V. Johnson, JO2, USN.

Argentina, and perfume from France were plentiful.

Nearby Army and Navy facilities provided excellent recreation facilities. A sports meet was held at Balboa Stadium for the visiting task group. Swimming, track, softball, pistol matches and pole vaulting competitions were held. Tours were arranged to the Panama Canal and to the ruins of Old Panama City, destroyed by the pirate Henry Morgan in 1671.

The task group then departed Balboa for Long Beach, Calif. The final phase of the cruise was spent in southern California waters. Concentrating on gunnery exercises, midshipmen received detailed instruction in firing procedures as eight-inch, five-inch and the 20s and 40s proved their worth in outstandingly successful battle problems.

The six-week cruise ended after the formation had steamed over 7,000 miles, when *Toledo* tied up at pier 7 in San Francisco.

As the midshipmen departed, they left with the satisfaction of having learned a great deal about the job of being a naval officer.

Toledo, accompanied by the light cruiser USS *Springfield* (CL 66) and four destroyers, then got underway with 473 more midshipmen aboard for the second Naval Reserve Training Cruise which took them to Balboa, Canal Zone. This cruise returned to San Francisco in September to complete the 1949 NROTC west coast cruises. — Fred W. Doby, JOSN, USN.



FANTAIL during rescue operations becomes maze of lines and gear giving appearance of confusion to the lubber.

Sub Rescue Ships Have a Rugged Job

IF you're ever steaming out of a harbor somewhere near a submarine base and see an out-sized tugboat moored well off-shore, don't be fooled by her appearance of inaction. If the ship is an ASR — a submarine rescue vessel — there's probably more going on aboard it than would seem possible in the available space.

What's a submarine rescue vessel and what's all the hustle and bustle about, aboard it. . . . ? To find the answer to these questions, let's start in the middle of the story.

Ten years ago in May the submarine USS *Squalus* sank during builders' trials off Portsmouth, N. H. When she reached bottom in 240 feet of water, 26 persons in the ship's after four compartments were already drowned. Thirty-three others were still alive in three forward compartments.

There was a time when if this had happened the 33 submariners in the sunken submarine would have been strictly out of luck. Later, with invention of the submarine escape "lung," the men would have had a chance for survival if they had dared expose themselves to "air embolism," "the bends," and drowning. (The escape lung, while a very valuable piece of emergency equipment, requires the user to expose himself to these dangers.)

As it was, however, the 33 fortunate men were all up on the surface in less than 36 hours, physically none the worse for the experience. In the process of leaving the sub and rising through 40 fathoms of water they had not been exposed to water pressure or to the water itself. Within four months after the accident, the 1,400-ton submarine itself was raised from the ocean floor and put into drydock.

Both of these seemingly impossible feats — rescuing the men and later raising the sub — were done by a submarine rescue vessel and its muscular crew. While the ASR we mentioned back in the first paragraph might not have been carrying on an actual salvage job, it no doubt was going through the motions. Except for the relative absence of drama in simulated rescue and salvage, it is little different from the real thing.

Now let's begin at the beginning.

On 25 Mar 1915 the U. S. submarine USS F-4 sank in 306 feet of water off Honolulu. Descent to such depths by deep-sea divers was unheard of at that time, but Navy salvage men went to work on the 275-ton sub immediately. New records were made, some good divers were injured for life, and after four months of exhausting effort the salvagers brought the little sub into the repair yard. The salvage of the F-4 is one of the most noteworthy undertakings of its kind ever attempted, considering the status of diving knowledge and experience at the time. Tricks of the trade learned on that job are still used by ASR crews today.

For many years the records established on the F-4 job stood unchallenged. Yet, the submarine rescue picture was far from perfect. If any of the F-4's crew were alive when

the sub came to rest on the ocean floor, there was no way to rescue them before the vessel itself was raised to the surface. They all were dead when that was accomplished.

Ten years later, in 1925, the submarine USS S-51 was rammed by the steamship *City of Rome* off Block Island, just south of the Connecticut coast. She went down with all hands — except for 10 who went overboard as she was sinking — and she was not brought into port until almost 10 months had elapsed. A new technique for tunneling beneath sunken ships was developed here, as well as a method of ejecting water from flooded compartments to lighten a sunken sub.

A new type of ship came into being in the following year — an ASR, the pappy of the submarine rescue vessel you'll find near any spot where American submarines are operating today. The first ASR of all was USS *Widgeon* (ASR 1). This ship, like five other famous old submarine rescue vessels, was built originally as a North Sea minesweeper. The other five were USS *Falcon* (ASR 2), USS *Chewink* (ASR 3), USS *Mallard* (ASR 4), USS *Ortolan* (ASR 5) and USS *Pigeon* (ASR 6).

These were excellent little deep-sea ships with a standard displacement of 1,060 tons. Their length was 188 feet, beam 36½ feet and draft 10½ feet. As equipment was added in later years the draft increased considerably — especially aft, when the submarine rescue chamber or "diving bell" was aboard. The ships were equipped with wood-filled "blisters" on the sides of the hull, extending some distance above and below the waterline. Since the ASRs were certainly not designed as combat ships, the purpose of the blisters was often a deep mystery to visitors as well as newcomers in the crews. They had — and have — a definite purpose, though, as we shall see.

Widgeon was filled with machinery and gear to adapt her for her prospective job. Below decks were air compressors to provide air for divers and for forcing water out of salvage pontoons and out of the compartments of sunken subs. "Air banks" composed of a large number of pressure flasks were installed not far from the compressors. High-pressure piping was led from the air banks to topside, where it was attached to manifolds designed for attaching divers' air hoses and salvage air hoses.

Forward, below decks, was arranged stowage space for the thousands of feet of divers' air hose and telephone cable, the suits — or "dresses" as they are called in the business — the helmets, phone boxes, shoes, belts, tool bags, hand pumps and tons of other cumbersome gear that goes with the diving and salvage trade. Just above this hold a good sick bay was installed. Up behind the stack a recompression chamber was bolted down.

Aft was the "after hold," where hundreds of fathoms of eight-inch line was faked away. (Eight-inch line is rope which is eight inches in circumference, making it a little less than three inches in diameter when new and a little more when old.)

On topside, two powerful capstans were installed — one forward and one aft. Four heavy anchors were stowed on deck, aside from the two regular bower anchors which hung at the hawsepipes. Rolling chocks were installed at several points in the bulwark. A ponderous steam-powered reel of heavy wire rope went in beneath the after end of the boat deck. In conjunction with this were two gigantic reels of six-inch manila line which could be thrown into gear and turned by the steam "towing engine." With all this cargo of weighty gear, the chubby little *Widgeon* could plow along at 14 knots or so, her triple-expansion, up-and-down steam power plant hissing rhythmically.

In the same year, 1925, the Bureau of Construction and Repair began investigating ways and means of enabling divers to reach greater depths. To carry on this investigation, the Experimental Diving Unit was established at the Washington (D. C.) Navy Yard.

In the following year the Deep Sea Diving School was re-established in conjunction with the Experimental



DIVERS, upon whose knowledge and courage success of any salvage operation ultimately depends, stand on the diving stage prior to 'going down.'



FOUR-POINT moorings layed around the sunken vessel enables the ASR to locate herself securely—but not motionless, anywhere in quadrilateral area.

Diving Unit. Previously, there had been Navy diving schools at various times after 1912 at the Naval Torpedo Station, Newport, R. I., and aboard a small ship which operated in Long Island Sound. With the opening of the experimental unit and the new school, and the commissioning of another ASR — *Falcon* — the Navy's submarine rescue and salvage machinery was really getting into gear.

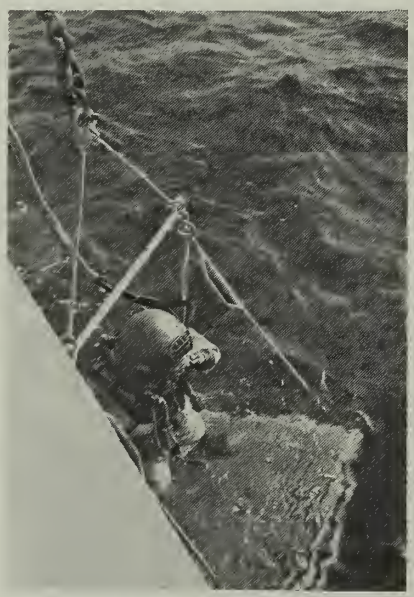
The need for such machinery was proven once more without much lapse in time. On Saturday, 17 Dec 1927, the submarine USS S-4 operated for a time submerged off Provincetown, Mass. Rising to the surface at the end of her dive, she was struck by the U. S. Coast Guard Cutter *Paulding*. She rolled far to port under the force of the ramming, and went down in 102 feet of water.

The submarine rescue vessel *Falcon* hurried to the spot and commenced rescue operations. A week later, having been delayed heartbreakingly by bad weather, the divers heard only silence from the submarine where at first they had heard signals indicating that six men were alive inside it. Work was begun toward raising the submarine itself. The method used, developed through salvage experience gained on F-4 and S-51, was the same except for minor changes in gear as would be used in a similar task today. Three months later, S-4 was towed into Boston Navy Yard.

It was almost 12 years later when the Navy's ASRs at last proved themselves in a heart-stirring humanitarian way. That was after the *Squalus* disaster, mentioned earlier. In rescuing the 33 trapped submariners aboard *Squalus*, the divers and their stout little ship — here *Falcon*, again — justified the decades of expense and toil that had gone into creating their knowledge and ability.

Let's look briefly at the divers' log of rescue and salvage operations used on the *Squalus* job.

The log begins on 24 May 1939 —



DOWNHAUL cable by which chamber is controlled is carried down and attached to a 'sunken' sub by a diver.

the morning after the sinking. The heading says, *"USS Falcon, Off Isles of Shoals, Portsmouth, N. H."*

"0646," the first entry states. *"Ship completed mooring over the sunken Squalus."*

There is no mention in the terse line above of the night of labor which led up to the 0646 entry. First of all, it had been necessary to *find* the submarine. Earlier, a boat had picked up *Squalus's* telephone buoy and accidentally had snapped the connecting wire. Another boat relocated the sub by dragging with a grapnel.

Once the sunken submarine was definitely located, the rescue ship dropped four anchors in a rectangle around it. (Here's where those four big anchors stowed on deck were used.) Each anchor had enough wire rope attached to it to reach to the water's surface. At the end of the wire rope, to float on the surface, was attached a bright yellow buoy, known as a "spud."

Before these anchors and their wire rope and buoys could be dropped, they had to be hung outboard of the rail — along with their wire rope and buoys — in a very scientific manner. As one old salvage sailor said, "Anybody who thinks it's easy to get all that gear over the side and to *let go of it* without killing somebody, ought to try it sometime!"

Actually, the method of letting go of it is as follows: Everything is hung over the side by manila line, and a couple of husky sailors stand by with fire axes. When the skipper gets the ship in the right place to drop an anchor he toots the whistle, and the ax-men chop. There is a series of terrific splashes, and the entire crew holds its breath till the spud settles on the surface, indicating that nobody has fouled up.

ASRs spend a good deal of time practicing this job, which they call "laying a four-point mooring," and they get good at it. That is probably what will be going on if you ever see one of them steaming around off a submarine base without making much forward motion. If it's standing still entirely, the crew is no doubt practicing deep-sea diving. We'll get to that later.

After *Falcon* got her four anchors out, there was the matter of getting fastened to them. This is where the four big yellow spuds come in. As the ship lay-to somewhere between the four anchors, a motor launch towed

the eight-inch line out to the buoys as scurrying deck hands cleared it on deck and fed it overboard.

When all four hawsers were attached to the spuds by pelican hooks, *Falcon* could heave around on one or another with her capstan to locate herself anywhere within the quadrilateral area. With all four lines hauled taut and secured, the ship was moored as securely as though she were alongside a dock. She was not necessarily as motionless as she would be alongside a dock, though. ASR men can tell true stories about their ship "taking seas over the bow" while so moored.

"1017 — Diver reached bottom and attached downhaul cable. 232 feet."

Here, again, the log-writers were careful not to waste words. This marvel of brevity hides another interesting story.

First of all, there's this business of attaching the downhaul cable. A submarine rescue chamber — or Navy "diving bell" — is usually lighter than the water it displaces despite its 16,000 pounds of weight. Like a captive balloon, it must be *pulled* down if it is to go down safely. Until recently, downhaul cables were contained in the submarine rescue chambers. A diver had to take the end of it down and shackle it to the submarine hatch before rescue operations could begin. Later, an air-powered reel in the chamber winds up the cable, pulling the "bell" down onto the submarine hatch.

A new invention will enable a stricken submarine to release a buoy which will unreel cable as it rises. This cable will be attached to the reel in the rescue chamber, and rescue will proceed as before — but without the assistance of a diver. There are still plenty of jobs for divers in submarine salvage, however, so let's see what happened to this particular diver before 1017.

Navy divers work on a voluntary basis. The name of the particular diver concerned here is Sibitzky. At some time during mooring operations the diving officer said, "Do you want to make the first dive, Ski?"

"It's all right with me, sir," said Sibitzky.

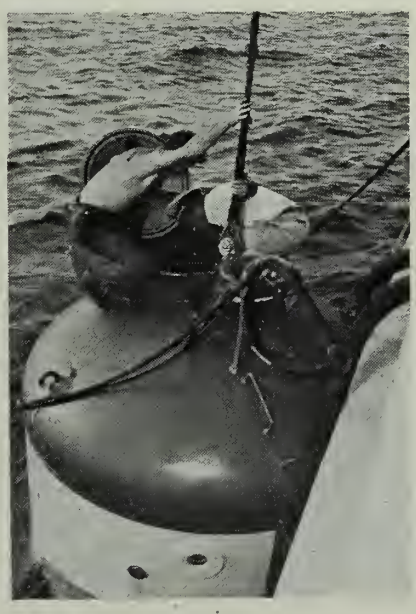
"All right, go down to sick bay."

So Sibitzky went down forward to the sick bay, where he was welcomed by a commissioned Navy doctor and at least one pharmacist's mate. These gentlemen took a reading on Sibitzky's blood pressure and pulse — before and after exercise.



HOOKING ON to eight or nine tons—Weight of chamber varies depending on the amount of water-ballast used to lessen strain on downhaul cable.

Satisfied that Sibitzky was in the best of health, the doctor turned him loose. The minute mooring was completed, Sibitzky's fellow divers and other shipmates got the diving gear out on deck. Meanwhile, air compressors were hammering away in the fireroom, getting the air banks up to peak pressure. On the fantail stood the high, gray rescue chamber, secured down to the deck with four guy-wires.



GOING DOWN—Rescue chamber is readied for descent to submarine lying on the bottom, 168 feet below.

Seated on a wooden stool near the rescue chamber, Sibitzky pulled off his shoes. He put on a couple of pairs of heavy wool socks and tucked his dungaree legs inside their tops. He removed his wrist watch, if he was wearing one, and handed that and his fountain pen to a friend. Pressure might do them damage. He pulled on a heavy blue suit of "divers underwear" over his clothing — for it was going to be cold, 39 fathoms down.

Assisted by two sailors, he climbed into the rubber-and-fabric suit — entering feet-first through the neck opening as a small boy might try to put on his pajamas without unbuttoning them. Now, while he stood on deck with most of the suit wrinkled about his waist, Sibitzky doused his hands and wrists with soapy water. This would enable him to get his hands through the tight rubber cuffs.

Having got the suit the rest of the way on, Sibitzky seated himself on the bench again. Now he was surrounded by nimble-handed tenders. While two men put his heavy shoes on his feet, another ringed his neck with a "horse collar" and tucked it over his shoulders to pad them for the load to come. Somebody picked up the breastplate and carefully lowered that about his head.

Next came the weighted belt — 100 pounds of lead and leather, lifted by two men and swung into place as deftly as could be. Sibitzky rose to



MISSION COMPLETED—Rescue chamber surfaces after hour's trip to submarine and return. On ASRs, nature of work makes informal dress a necessity.

his feet as the buckles were tightened fore and aft.

"How does it feel?"

"Fine, fine." Sibitzky now had some 175 pounds of rubber, lead, leather and brass suspended upon him.

"O.K. Sit down and we'll get you buttoned up."

Seated again, the diver pulled his head in like a turtle while the helmet was lowered into place. A quarter turn tightened it down — two men twisting the helmet and two others holding the diver's shoulders to keep from twisting the diver. The life-line (telephone wire) and the air hose were led under his arms from the back to the helmet and were tied to the breastplate in front. The helmet was locked in place by a cotter-key.

"Can you hear me?" A tinny voice came over the telephone and rasped inside the helmet.

"Yeah, I can hear you."

Somebody spoke through the open faceplate. "Try your air, Ski."

The diver opened the air valve which was located on a level with the left pocket of his shirt. Fresh, cool air came in and whirled through the helmet, smelling faintly of rubber. A rushing sound hissed about the diver's head. "Air's O.K."

"What's that?" — from the telephone.

"Nothing. I was just telling them here that the air's O.K."

"Oh. O.K."

A last conference with the diving officer through the open faceplate, and the faceplate was closed and bolted shut. Somebody slapped twice upon the brass helmet as a signal, and Sibitzky arose, aided by two tenders. Swaying grotesquely, he clomped to the diving stage. He stood on the metal grating which rested just inside the bulwark and grasped the vertical "bails." The diving officer gave a signal to the winchman on the boat deck and the stage rose into the air. Steadied by many hands, it swung out over the water and lowered away.



PONDEROUS diving gear requires that trained personnel assist each diver at all times while topside.

The diver felt his weight diminish to one-tenth his 400 pounds of a moment before as the water rose about his shoulders.

The diving officer gave another signal and the stage stopped descending. Suspended by his lifeline, Sibitzky was hauled forward to where the "descending line" came aboard from the sub. The descending line in this case was the line used by the launch earlier in the morning to find the sunken sub. The lower end of it was attached to the grapnel which was snagged — nobody knew how insecurely — somewhere on the sunken vessel.

The diver grasped the line with his right hand and hooked his legs about the line. With his left hand he adjusted his air supply, then reached up and pulled the lifeline two times. "Going down," he said over the phone. A tender pulled twice on the lifeline in answer. "Going down," the phone operator said.

As Sibitzky slid down the descending line he felt a "popping" sensation in his ears as pressure equalized behind his ear drums. From time to time he had to swallow to assist the equalizing process. Every few seconds he adjusted his air supply valve to keep his suit inflated properly. Soon he landed on the submarine's bow. Very shortly after that, the end of the rescue chamber's downhaul cable came down, shackled loosely to the descending line. With a little difficulty, and after losing the downhaul cable once, Sibitzky shackled it to the sub's forward salvage hatch.

With brief decompression under water, the diver was hauled to the surface, moved to the diving stage, and hoisted aboard. Decompression was completed aboard ship in *Falcon's* recompression chamber, which was now located above the starboard side of the fireroom, at the main deck level.

At 1130 the rescue chamber was hoisted out and set afloat alongside the ship. Twenty-nine minutes later it started down with two operators. At 1342 it returned to the surface with seven survivors from *Squalus*. At 1409 it started down again. At 1608 it returned to the surface with nine more survivors. At 1625 it was on its way down again.

On the way up from its fourth and last trip — at 2022 that evening — the rescue chamber ran into trouble. The downhaul reel jammed and would

not allow surfacing. The chamber was given "negative buoyancy" and placed on the sea floor beside the submarine while the downhaul cable was cut off. A stronger cable had to be attached to the chamber for lifting purposes, and it was not until 23 minutes past midnight that the last survivors reached the surface. Among the eight in this load was the submarine's CO.

ASRs are "built around" the submarine rescue chamber, for that is the heart of the submarine rescue "business." To give a true picture of the chamber's construction and operation would require a special issue of ALL HANDS, so a few fundamentals will have to suffice here.

First of all, unlike in a true diving bell, the passengers in a Navy submarine rescue chamber are in a sealed compartment, ordinarily, which has only normal atmospheric pressure in it. In a true bell, air pressure keeps the water from rising too far through the open bottom.

The downhaul cable pulls the chamber down over the submarine hatch where a rubber gasket "makes a seal" — if there are no obstructions. Water between the submarine hatch and the chamber's lower hatch is "blown out" by air pressure. The pressure is then "vented off" and the chamber's lower hatch can be opened. Holding-down bolts are attached as a safeguard, the downhaul cable is slacked off, and the submarine hatch is opened. Crewmen can then move from the chamber to the sub or vice versa. The procedure is reversed for taking the chamber to the surface.

Like laying four-point moorings, ASR crews spend much time and energy in practicing diving and rescue chamber operation. Often a submarine will lie on the bottom of the sea and pretend to be disabled while an ASR carries on "rescue operations." To see men come up from the sea that were not seen to go down is weird, to say the least.

During such mock rescue operations — like the real ones — the ship's fantail is likely to become very cluttered in appearance. Divers' hoses and telephone wires, mooring lines and all the other assorted ropes and cables are coiled and criss-crossed in a way that would confuse a landlubber. Working hour after hour with heavy, wet, often slimy, equipment — divers, tenders and deck sailors often shed all but the essentials in the way of uniform. Especially in hot weather, a few hours of "heaving around" on weighty equipment makes an outside shirt-tail feel good in the breeze.



INTENSE activity on the fantail marks rescue-salvage operation. As diver is swung overside on a stage, crew readies heavy gear for next phase of task.

Turning to page 17 in the diving log, we see where on 2 June Lieutenant F. W. Laing left surface at 0714 to test helium-oxygen diving apparatus. . . .

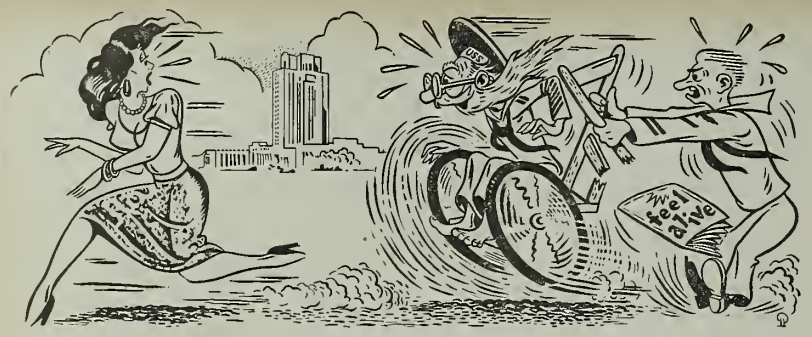
Here is another ASR specialty that one could spend a good deal of time explaining. Suffice it to say that helium-oxygen diving is a Buck-Rogerish procedure where divers breathe helium and oxygen instead of air. It allows them to go deeper than they could while breathing air, and they have clearer minds at depths beyond 200 feet or so than they would have if breathing air. ASRs are equipped for helium-oxygen diving and have the trained personnel needed to operate the helium-oxygen equipment. A good share of the diving on *Squalus* after early June was done with helium and oxygen for breathing.

Further along in the log we find some talk about pontoons — another part of an ASR's equipment. These salvage "tools" are like greatly overgrown oil barrels with a sheathing of wood on the outside for protection. Since these are 32 to 35 feet long and a dozen feet in diameter, they are not carried aboard.

As many as 10 pontoons were attached to *Squalus* at one time during the job of bringing the ship into port. These were attached to chains that divers had reeved through beneath the submarine, fore and aft. The pontoons were filled with water to cause them to sink. After they were arranged properly and attached, they



SPECIALLY designed for rescue-salvage work, USS *Coucal* (ASR 8) and ships of her class carry on gallant traditions of the original 'bird boats.'



Naval Personnel Getting Healthier

Navy men are getting healthier all the time, according to the latest BuMed reports.

During 1948 fewer sailors were sick or injured than during any year since the Medical Department began keeping records in 1850.

An average of 442.8 per 1,000 men were treated at Navy dispensarys and other medical facilities for all reasons during 1948. Included in this average figure are those personnel who were treated for colds, sore throats and other minor ailments.

The fight to stamp out venereal diseases continued to make progress during 1948. For each 1,000 men in the Navy, 66.6 cases occurred during 1948 as compared with the incidence rate of 85.8 per 1,000 men during 1947.

There was a marked decline in the number of tuberculosis cases, which, although usually comparatively small, are very important because of the seriousness to the man and the lengthy treatment required.

There was a slight decrease in the number of mental disease cases. This figure dropped to 7.6 cases per 1,000 men during 1948, bringing the incidence rate to its lowest level since 1940.

Casualties from injuries and poisonings also were reduced slightly. Statistics for 1947 showed that 48.6 men per 1,000 suffered from injuries or poisonings during that year, while in 1948 the incidence decreased to 47.6 cases per 1,000 men.

An average of less than one of every 1,000 cases of diseases reported in 1948 resulted in death. The death rate among naval personnel for all causes in 1948 was one-tenth of one per cent higher than during the previous year.

Of significance is the fact that prior to 1923 the death rate for diseases was much higher than for injuries. Since that time the situation has reversed, with fatalities among diseased personnel constantly dropping. It should be noted that this change in percentage is not caused by an increasing number of fatalities among injured personnel, but rather by the decrease in fatalities among diseased personnel.

There was a slight increase in the 1948 percentage of deaths from injuries over the 1947 figure. In 1948, 35 of every 1,000 injuries reported resulted in death. In 1947 this ratio was 33 per 1,000.

These Navy health statistics were contained in the Surgeon General of the Navy's annual report to SecNav.



were freed of water by compressed air that was forced into them through hoses attached to *Falcon's* air compressors. Then they pulled upward, some arranged in clusters and others strung one above the other like beads on a string. *Squalus* was allowed to rest on the sea floor several times during the journey so that the pontoons could be re-arranged.

Salvage pontoons are massive affairs, as was mentioned a moment ago. On the surface in rough water, they can be extremely bruising. They are the primary reasons for the mysterious "blisters" on the sides of ASRs. A foot-thick padding of wood enclosed in medium-weight steel sheathing can be remarkably cushioning when bobbing pontoons start battering a ship's side.

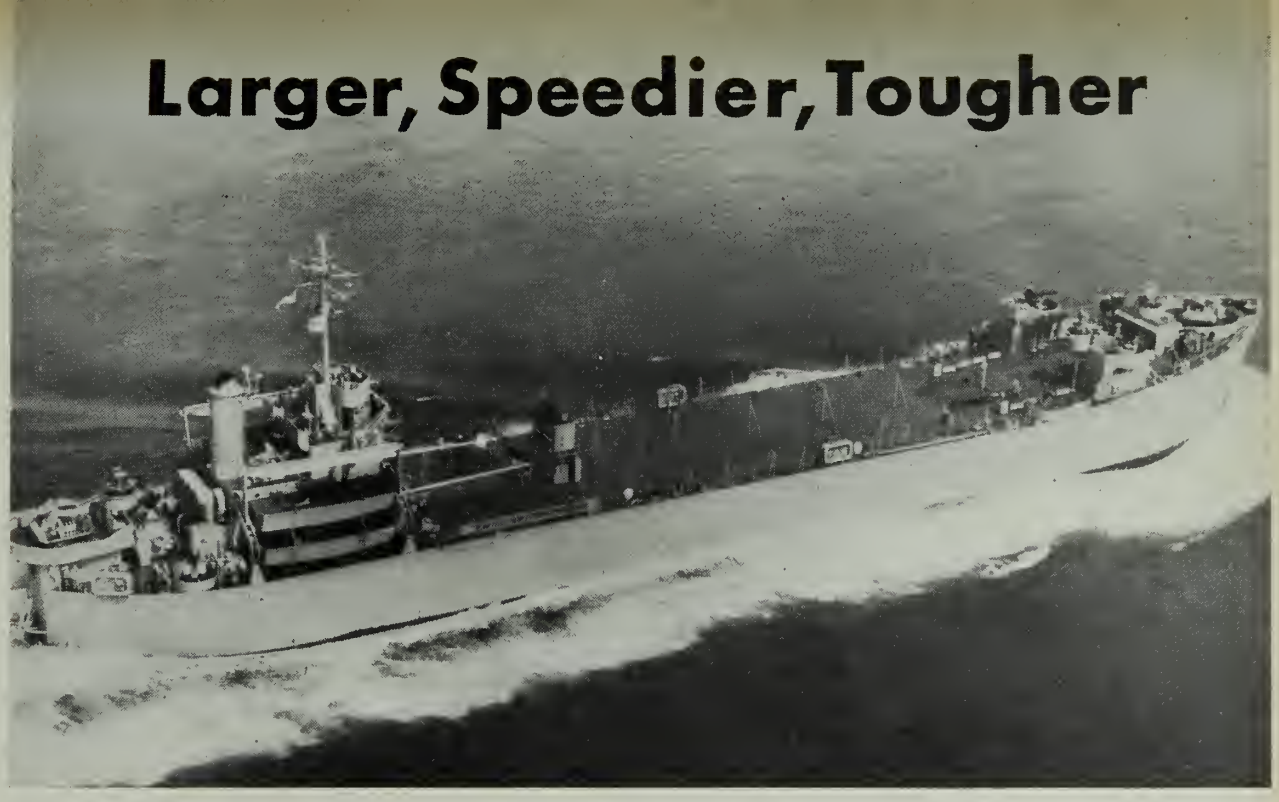
Often ASRs are called upon to tow target rafts or to do other towing jobs. When the cruiser uss *Omaha* (CL 4) went aground in the British West Indies in 1937, the ASR *Mallard* hurried across the Caribbean to lend assistance. *Mallard* picked up a barge at Guantanamo Bay and continued on to *Omaha's* position southeast of Cuba. The barge was used to receive some of *Omaha's* weighty gear, then *Mallard* in partnership with a number of other sturdy ships heaved away at pulling *Omaha* off the beach. Destroyers raced by to create swells to rock the cruiser loose. Then *Mallard* accompanied *Omaha* to Hampton Roads, Va.

After the Pearl Harbor attack, ASRs and many submarine-rescue-trained divers took a great part in clearing the harbor and raising sunken ships.

Today all the original "bird-boats" — *Falcon, Mallard* and the rest — are gone. A new generation of ASRs has come into being. These, also bearing bird names — *Chanticleer, Florican, Coucal* — were built as ASRs from the keel up. They are somewhat larger than the old-timers, somewhat more comfortable, more scientifically designed. But they will have to "go some" to equal the legends built up around their forbears.

It's a rough and often dangerous job that ASRs and their burly crews perform. But if a man spends one enlistment in that type of work he seldom is satisfied in another. And if he *does* forsake the ASRs, he'll always remember his submarine rescue experience as the most fascinating part of his career.—H. O. Austin, JOC, USN.

Larger, Speedier, Tougher



TRIAL RUN of Navy's newest LST proved her superior in performance, more comfortable than wartime counterparts.

SHE may look like her old wartime counterpart, but under her freshly painted grey skin the Navy's newest LST has a soft heart for her crew.

There's a crew's reading room with comfortable chairs and magazines for relaxation, larger living compartments throughout, and, says her exec, "a galley which would be the envy of many ships half again her size."

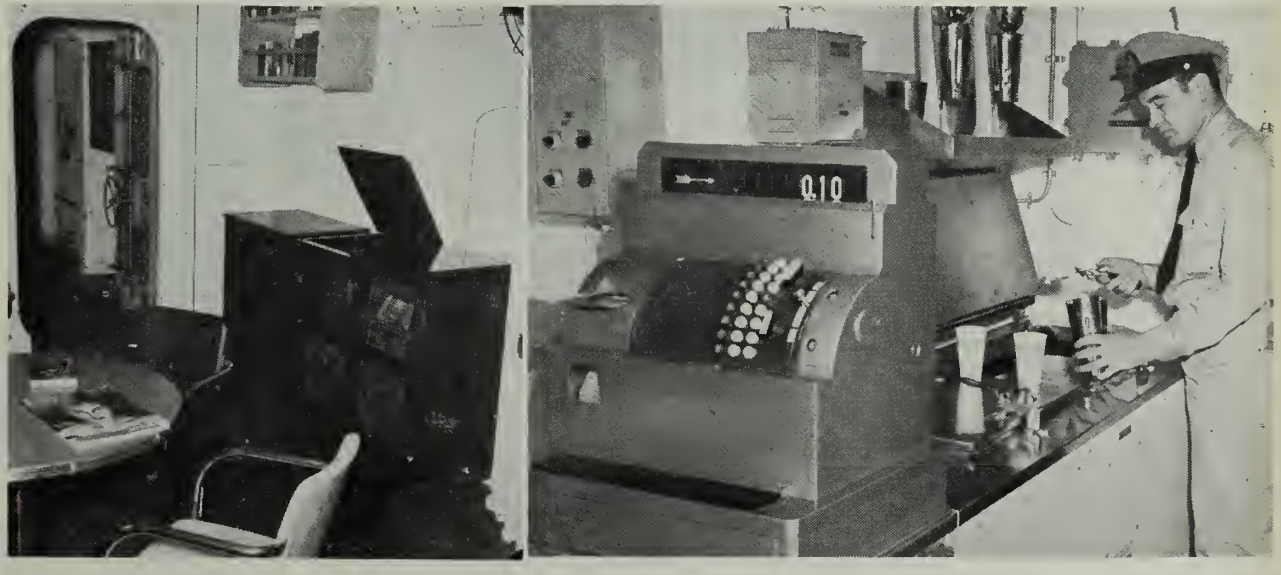
During wartime, it was a common occurrence for a battle-scarred old LST to send out to other ships or tie up alongside just to get enough water, plus whatever provisions could be spared.

Commissioned in May and "shakened down" to Guantanamo, LST 1154 reported in at Little Creek, Va., to find her niche in the Atlantic Fleet Amphib Force.

Her steam turbine propulsion alone is quite an advantage over the older diesel-drive, increasing speed to about 15 knots.

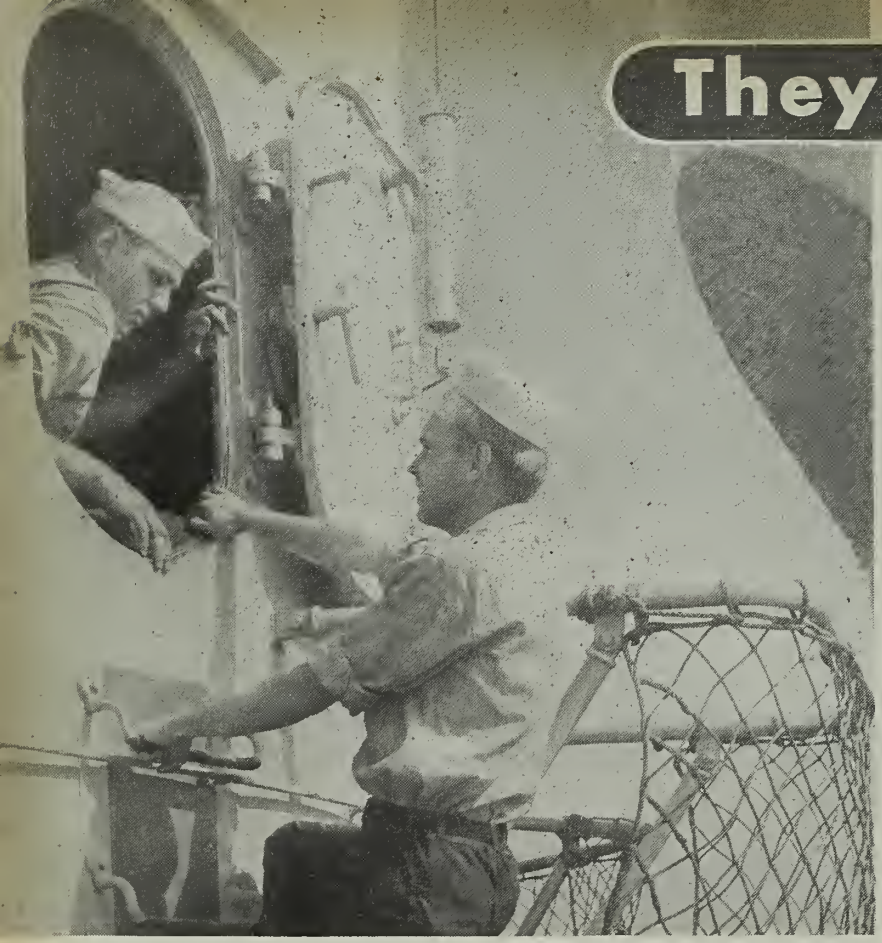
Armament also is greatly improved, with two 5-inch guns and several 40-mm. and 20-mm. guns, and the new-type LST is longer by 55 feet and wider by approximately three feet. Men of the LST 1154 are also proud of their bridge which, unlike the tiny bridge on the older LSTs, is modern and equipped with CIC and loran gear.

LST duty once was considered among the less desirable of any amphib ship, but never let an LST man hear you say that now.

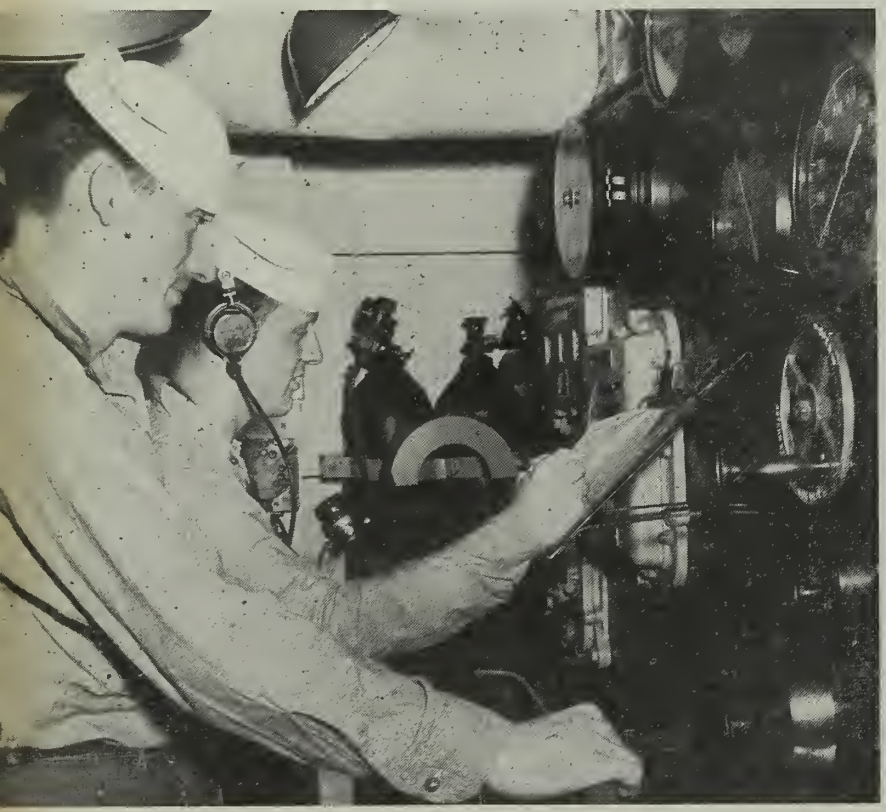


COMFORTABLE crew's study (left), modern ship's store and ice cream maker (right) were unknown on earlier LSTs.

They're Working



RUNNING MATES and Reservists work together from turrets (above) to engine room (below) to assure desired practical training in shipboard skills.

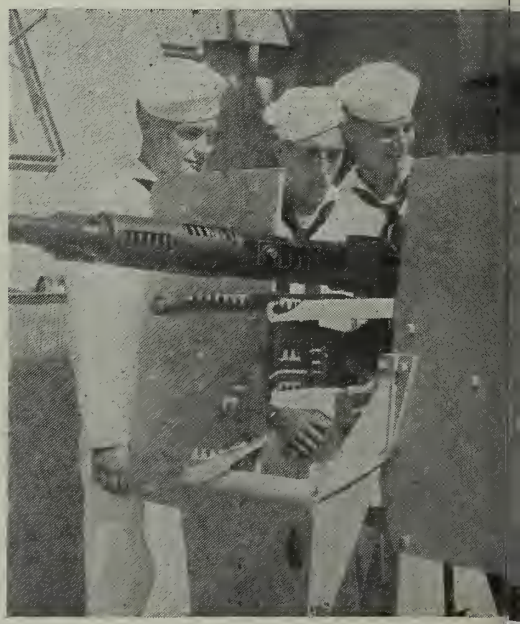


NAVAL RESERVISTS are completing another successful year of training at sea. On ocean highways the ambitious and intensive afloat-training program has once again carried Reserves to interesting ports.

As in years before, the assignment of Regular Navy running mates to work with the Reservists has proved an effective method of supervision



INSTRUCTION in use of aerial cameras is given by experienced photographic of-



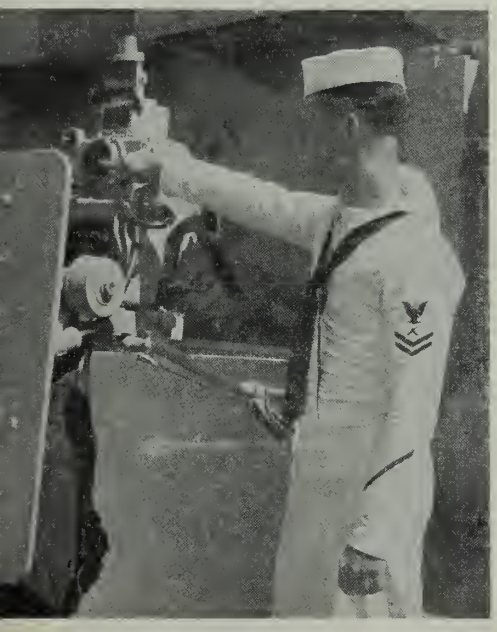
Together

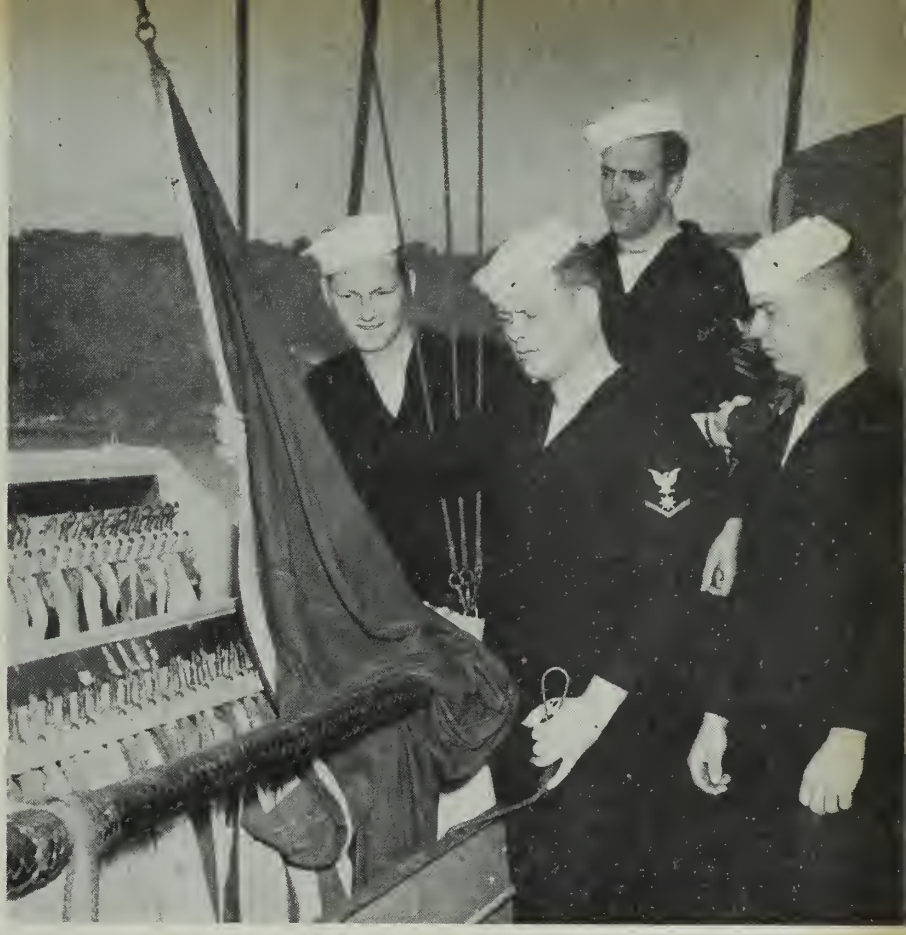
and has assured the desired practical training in each department. Moreover, the system fosters mutual good will between the Regulars and Reserves.

These photographs were taken aboard the carrier uss *Kearsarge* (CV 33), the heavy cruiser uss *Albany* (CA 123) and the light cruiser uss *Pasadena* (CL 65).

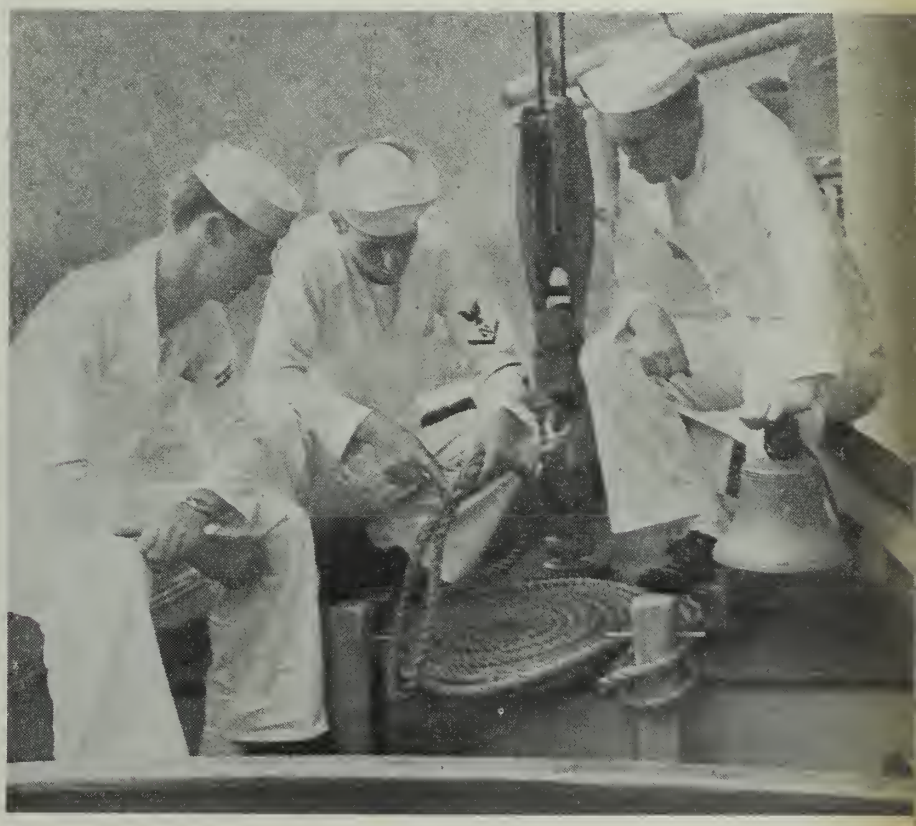


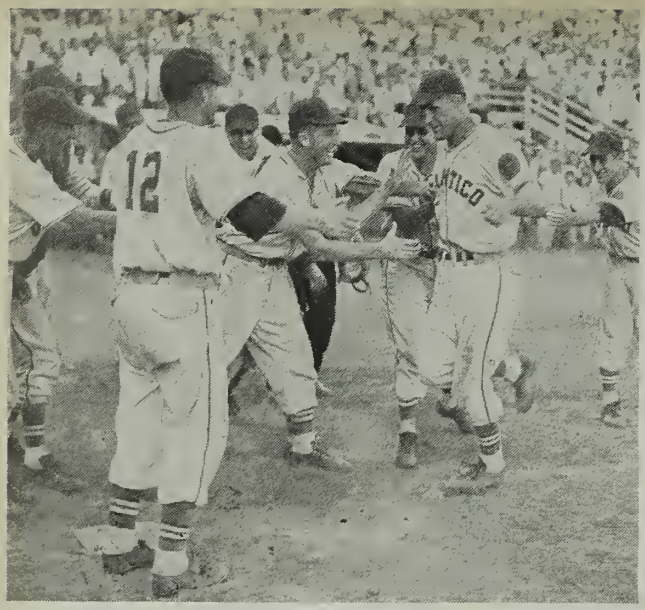
ficer (above). Below: Reservists get scoop on the 20-mm. from salty gunner's mate.





BEAN RAG is hoisted by Reservists on summer training cruise to Alaska (above). Below: Three Reservists practice ancient naval art of splicing line.







HOME RUNS in third game of series included one by D. Petros (left) and game-winning grand slammer by 'Hap' Ivey.

SubPac Defeats Quantico for All-Navy Crown

THE winner and new All-Navy baseball champion: Submarine Forces Pacific Fleet.

After a reign of two years as king of the Navy's baseball world, the Quantico Marines fell before the powerful bats of the augmented SubPac squad in the 1949 finals held at Honolulu Stadium.

The 44,000 fans who jammed the stadium for the three-out-of-five series saw the underdog Subpackers drop the first game to Quantico 5 to 3 and then come roaring back to win the next three straight and the title. Scores for the last three games were 5 to 2, 10 to 6 and 7 to 1.

Out to keep the title they had won for the past two years, the Quantico Marines sent their ace right hander, Captain James Pope, USMC, to the mound for the first game of the series. The submariners countered with another right hander, John Quattlebaum, TM2, USN.

Two homers in the fifth inning salted the game for the marines as Ralph Russo, SSgt, USMC, and David Petros, Sgt, USMC, both connected for round trippers with no one on base. Quattlebaum was charged with the loss.

William Stewart, SN, USN, was SubPac's choice for the mound chores in the second game and he proceeded to notch a decisive 5 to 2 win by limiting the leathernecks to four hits. All the winner's runs came in the first inning on two walks, an error, a wild pitch, one single, and a home run by Howard Ivey, AN, USN. Frank Wall, Sgt, USMC, was charged with the loss.

The third game of the series developed into a scorekeepers nightmare with a Frank Merriwell ending. Thirty-one players saw action and the parade of pitchers saw seven chuckers do a stint on the slab. The marathon contest ended in the eleventh inning with SubPac on the winning end of a 10 to 6 count and Noel Winfield, TM1, USN, the last of three Dolphin pitchers to toe the slab, received credit for the win.

The hard hitting Dolphins scored one run in the second, four in the third and one in the fifth frame to lead 6 to 0 going into the sixth heat. The fighting marines then showed their power by collecting one in the sixth and two in the seventh. With two out in their half of the eighth they knotted the count at six-all on a homer by Gerald Donovan, Sgt, USMC, with one on and another round



RECORD crowds totaling 44,000 jammed Honolulu Stadium to witness series of SubPac and Quantico Marines.

tripper by the next batter, Dave Petros.

Quantico put men on the basepaths during the ninth and tenth frames but could not drive the tallies across the plate. In the final half of the fatal eleventh, SubPac loaded the bases with a double, an intentional walk and an infield single. With only one out the stage was set for a "hero" act.

Right into that role stepped "Hap" Ivey, who worked the Quantico hurler, Captain William Kohler, USMC, to the full count — three balls and two strikes. The next pitch came and went — into the 12th row of the right field bleachers as Ivey connected for a grand slam circuit clout that gave the Dolphins a 10 to 6 victory.

Needing only one game to clinch the title, the SubPac hitters went after it in the final game and pounded three Quantico hurlers for 10 hits and a 7 to 1 win. James Mooney, TM1, USN, chucked the final victory for the Pacific team and scattered seven hits to the Marine batters over the entire route.

The Dolphins won the game on the first three pitches as the first batter, Ernest Gonzalez, ME1, USN, second baseman and captain of the augmented SubPac team, laced out a double. The second man up, Arthur "Jack" Meacham, ENC, USN, then hit the longest ball of the series — a 415-foot homer into the right field bleachers that gave the winners a lead they never relinquished.

Jim Pope, Quantico's ace right hander who had won the first game of the series, started on the mound in the final game. After developing a blister on his finger he was relieved in the third inning and charged with the loss.

Outstanding during the four-game series was the hitting and fielding of the SubPac captain, Ernie Gonzalez. With six safeties in 13 trips, the Dolphin second sacker took top batting honor for the series with a lusty .462. He was also "pivot man" for six double plays, four of them in the fourth and final game.

Gerry Donovan was the leading sticker for the vanquished Quantico squad as he rapped out seven hits in 16 times at bat for a .438 average. The crowd of 14,000 attending the last game set a new record for baseball attendance at the Honolulu Stadium. — Hal Walton, AD1, USN.



HEADER is taken by Quantico right fielder 'Gerry' Donovan in wild scramble back to the bag and safety before SubPac's Jim Hodges can get ball on him.

Giant Fish Hooked — Twice

Shipmates of Herman C. Dossey, DCC, USN, smiled tolerantly when the chief excitedly described a giant fish that had gotten away.

It seemed that Dossey had been fishing with a special rig over the side of his ship, Auxiliary Repair Dock 22 (ARD 22), anchored at Kodiak, Alaska. This special rig consisted of a crank reel about 12 inches in diameter and eight inches wide.

Dossey had been fishing with a baited herring for about an hour when suddenly the crank reel began to whirr. A big fish struck with the speed of a runaway locomotive and bolted for the open water. When all of the structural steel cable line reeled out the force of the fish's speed ripped the entire rig loose from the deck and pulled it into the sea, leaving a trailing wake behind as it disappeared beneath the water.



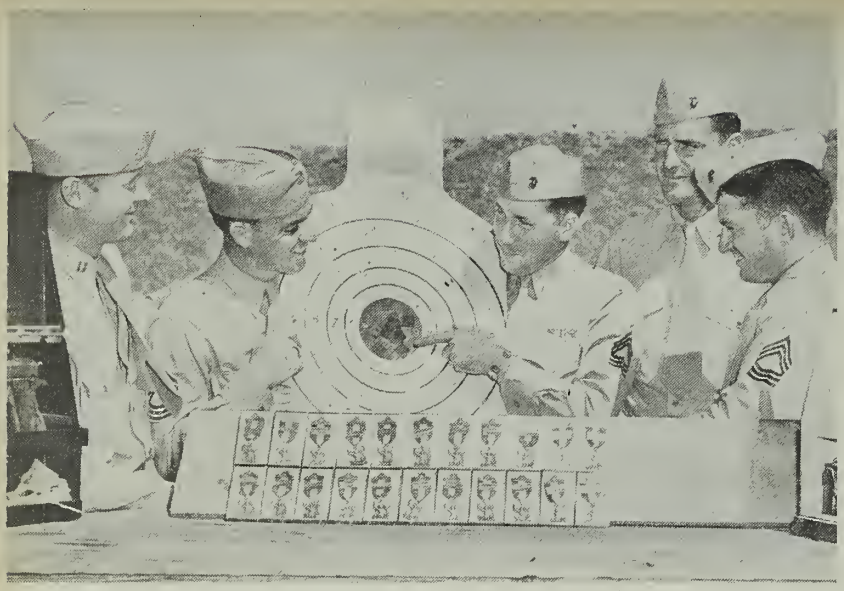
HUGE 133-lb. halibut was hooked twice before Herman C. Dossey, DCC, finally succeeded in landing it.

The next day Chief Dossey went fishing again, this time with a light casting rod. There was a sharp tug and when he tried reeling in, his pole began vibrating heavily. Dossey realized he must have hooked something bigger than his light pole could stand. Then his line suddenly went slack. He began reeling in, thinking the fish had gotten away.

When his hook broke surface Dossey saw another line was enmeshed on it. Continuing to reel in, he stared in amazement at the line he had lost the previous day. Next came the dismantled reel and on the end of the line was a huge halibut, still fighting, but worn out from pulling the heavy rig on the bottom of the ocean for 24 hours!

The big halibut weighed 133 pounds, and, as Dossey pointed out to his chastised shipmates, was nearly six feet long.

Henceforth when Dossey tells about the ones that get away it is unlikely that any of his shipmates will dare to smile. — Don Collett, JO1, USN.



22 MEDALS were won during SoPac Regional Championships by sharpshooting El Toro Marines (L to R) Blanchard, Wiley, Hoyt, Barclay and Parks.

Navy Pistol Marksmen

There were no All-Navy Pistol Matches held this year but Atlantic Fleet area and Pacific Fleet area matches were held, and the top marksmen from each eventually met in the National Pistol Matches held at Fort Sheridan, Ill.

Leonard M. Rizzolla, AF1, USN, Naval Photo Center, Anacostia, D. C., won the Atlantic Ocean Area title by firing a 541 out of a possible 600. A tie for second resulted between Chief Machinist Offut Pinion, USN, NAS Oceania, Va., and J. H. Lucas, ADC, USN, NAAS Charlestown, R. I.

Other team members of the Atlantic finals and how they scored were: E. L. Hesson, TSGT, USMC, MCRD Parris Island, S. C.—531; J. C. Forman, AO2, USN, NAS Grosse Ile, Mich.—531; R. C. Edwards, AN1, USN, NAS Patuxent, Md.—520; Lieutenant (junior grade) H. D. Trettin, USN, NAS Patuxent, Md.—519.

On the west coast in the Pacific Ocean Area title matches John A. Young, GMC, USN, PacResFlt, Bremerton, Wash., copped first with a score of 534. Seven points behind him in second place was Luther W. Yocum, GMC, USN, USS *Piedmont* (AD 17), with 527.

Other team members and their scores were: L. A. Keys, MMC, USN, PacResFlt, San Francisco Naval Shipyard—522; Chief Warrant Officer Mark A. Pope, USMC, MCRD San Diego, Calif.—522; E. Rothcoski, AOC, USN, Staff, Fleet Air Wing Two —520; B. L. Broadway, ADC, USN, NAS San Diego, Calif.—512; Lieutenant (junior grade) H. W. Scott, USN, CIC TraCen, San Diego, Calif. —510; H. G. Stipp, HMC, USN, Fleet Marine Force, Pacific—509.



J. A. Young



L. M. Rizzolla

PacFlt Gunners Win

Firing the .45-caliber service pistol, the U. S. Pacific Fleet Pistol team defeated the San Francisco Olympic Club squad in the 10th annual meeting of the two teams.

This was the first Navy victory since 1937 and won possession of the Olympic Club Pistol Trophy for the fleet team.

High gun for the Fleet and for the match was Luther Yocum, GMC, USN, USS *Piedmont* (AD 17) who fired a 547 total. The four top shooters on the winning team were given gold medals while the losers received silver awards.

NAS Skeet Team Repeats

Competing against 24 of the best teams from all branches of the armed forces, the skeet team from NAS San Diego, Calif., won the National Service Skeet Trophy for the second consecutive year.

Only team to win the award two years in a row, the San Diego shooters broke 1,225 birds out of a possible 1,250 to gain two legs on the trophy. A win next year would give them permanent possession of the cup.

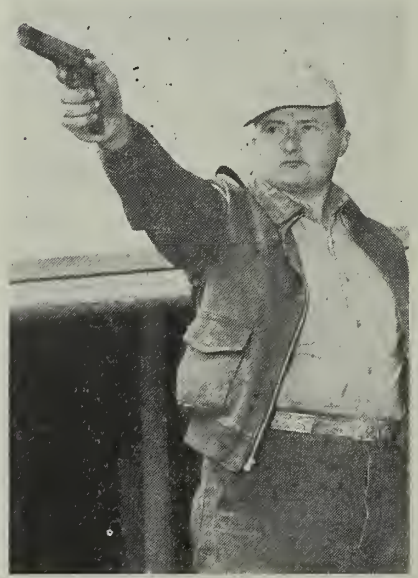
One round of shooting saw the NAS team equal the world's record for service teams as they shattered 496 out of a possible 500 birds.

Teams from the 11th and 12th naval districts won the A, B, C, D, and E classes in the Service Championships and also the B and C classes in the National Open Championships.

Ivan C. Kipp, AO2, USN, firing for the 12th Naval District won the National All-Bore Championship with a 245 out of a possible 250. He also won the championship in the National Senior Class C and the National Open Class C events.

Members of the winning San Diego team were; Lieutenant V. S. Brewster, USN; L. W. Hughes, AOC, USN; R. W. Fore, ATC, USN; H. P. Cady, AOI, USN, and Lieutenant A. E. Lewis, USN.

The matches were held at Dallas, Texas, and are slated to be held there again 5-7 August 1950.



HIGH GUN in the Pacific Fleet pistol team's triumph over the Olympic Club was L. 'Woody' Yokum, GMC.

AirPac '49 Softball Champs

Air Force Pacific Fleet, better known as AirPac, won three straight games from Naval Air Station, Columbus, Ohio, to annex the 1949 All-Navy softball crown. The scores were 1-0, 5-4 and 3-1.

Royal DeLand, ADC, USN, started the first game but was forced to give way to Robert Biddle, AOC, USN, who supplied smooth relief hurling to smother a potential Columbus rally in the fourth inning. After puttng out the fire, Bob went the distance to post the first win of the tournament. The only score of the first game came in the second inning when Richard Tucker, AA, USN, smashed a round-tripper to deep right field with the bases empty.

With AirPac using three pitchers and booting the ball around, the second tilt looked like a winner for the little Columbus station. Leading by a score of four to two, the Ohioans then contributed their share of errors and when the dust had cleared AirPac had their second win by a five to four count. AirPac had a pair of errors and seven wild pitches in the contest while Columbus had two wild pitches and five errors.

Pitcher George Loupe, SA, USN, the last of the AirPac chuckers to work the game, received credit for the win. The next night he again took the mound to win his second victory and the title for AirPac.

The 7,000 spectators at Linden Park, Columbus, saw Loupe hold the home team to only two bingles and win his own ball game with a double that scored the tying and winning runs. Score of the third and final game was three to one.

Loupe's battery mate, catcher James Dillon, AA, USN, lent a strong helping hand by rapping five doubles during the three games and batting .500 for the series.

Leading the losers at the plate as well as turning in a good performance on the defense was left fielder John Bulza, AA, USNR. His four hits in seven trips for a .570 average was the best of the entire tourney.

The little Naval Air Station, Columbus, (total complement — 450 officers and enlisted men, 90 per cent of them stationkeepers) gave the powerful AirPac team a stiff struggle for the title but lacked the all-around strength to come out on top.

Local interest ran high and total attendance at the three night games hit the 20,000 mark.

Playing his last game in a Navy uniform, AirPac third sacker, Robert Goodwin, ADC, USN, pounded out two timely hits in the series. Due to retire after completing 20 years service, Goodwin showed the youngsters how its done by playing the three games at the hot corner without an error.

Rear Admiral L. M. Grant, USN, presented the winners placque to AirPac representatives Lawrence Craft, ALC, USN, and Raymond Franks, TMC, USN. This is the third year that Franks has been on the coaching staff of the All-Navy championship softball team.

Robert Oakly, AD2, USNR, coach of the Columbus squad, received the runner-up placque for the host team.



BATTERY MATES G. Loupe, SA, (left) and J. Dillon, AA, starred in AirPac's All-Navy softball triumph.

All-Navy Sports Calendar

Here's the dope on future All-Navy championship events.



Football
Saturday, 17 Dec 1949
Los Angeles Coliseum
Los Angeles, Calif.



Bowling
13-15 Feb 1950
(telegraphic matches)



Basketball
Week of 12 Mar 1950
Norfolk, Va.



Wrestling
Week of 26 Mar 1950
RecSta, Wash., D. C.



Boxing
Week of 21 May 1950
NTC San Diego, Cal.



Tennis
Week of 16 July 1950
USNA, Annapolis, Md.



Golf
Week of 6 Aug 1950
NAS Glenview, Ill.



Swimming
Week of 20 Aug 1950
NAS Memphis, Tenn.



Softball
Week of 10 Sept 1950
Treasure Island, Calif.



Baseball
Week of 17 Sept 1950
Pensacola, Fla.



Football
Saturday, 16 Dec 1950
Washington, D. C .

1950's All-Navy Events

Listed in the sports calendar this month is the complete schedule of All-Navy championship events for 1950.

Next year the All-Navy title events are to be held at locations designated prior to the beginning of the season (see calendar). Previously, only the general areas in which the events were to be held were assigned prior to the season, with designation of the actual locations coming after various levels of competitive play had been completed.

Purpose in designating the actual sites of tournaments in advance of the season is to give hosts ample time to make preparations for conducting these tournaments and, in most cases, to provide a neutral field or area for the events. Another important consideration is that long-range planning is necessary in order to obtain adequate transportation for teams. Cutbacks in air transportation indicated travel by air must be reduced to a minimum.

Pistol matches were not included in the All-Navy sports calendar because the rules covering this sport more severely limit the eligible partici-

SIDELINE STRATEGY

Approximately 3,000 basketball teams from naval activities and Marine Corps bases are priming for All-Navy basketball competition. Comes next March and one of these teams will be All-Navy champion.

You might think that each of these teams has an equal chance of winning the All-Navy crown, but it doesn't work out that way. This year – if it follows the pattern of other years – there will actually be about a dozen teams with a fair chance of gathering in the laurels.

The fact that most of these dozen or so favored teams are from activities with large complements is not, in itself, a valid reason for their success from season to season. Another reason: they try harder.

These "basketball hungry" activities try harder to obtain good players, try harder to get smart coaches and try harder to whip their players into A-1 physical condition. They also try harder to fire enthusiasm for their team among their own personnel and in the areas where they play by good publicity. It pays off in many ways.

★ ★ ★

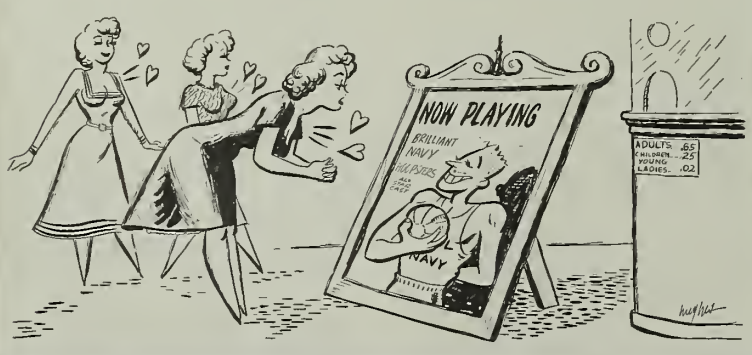
What might be one of the best Navy basketball games of the year may take place before the All-Navy finals this year. It will involve the Norfolk Flyers, reigning All-Navy champs, and Quantico.

During the 1947-48 season these two teams clashed, with Quantico nosing out Norfolk by a single point in a lead-switching thriller. The Marines moved on to take the All-Navy title. Last year they tangled again, and Norfolk trounced the Marines with a vengeance, then moved on to cop the All-Navy crown. What will happen this year – when they are likely to tangle for the Group championship – is anybody's guess.

"We will have most of our first string back, with the exception of Aggie Back (Lieutenant [junior grade] Adrian Back, USN)," says Lieutenant Commander Robert Shoemaker, USNR, head coach of the Norfolk Flyers. "We also have picked up a couple of tall airmen that should be some help." But, he adds, what made the Flyers click last year was their ability to make foul shots (an average of 64 per cent for the season) and conditioning.

"Another thing," LCDR Shoemaker remarked, "last year we were smarting under a defeat from the previous year and it gave the team a greater incentive – more drive – to win. We are champs now, and I believe that most championship teams have a tendency to coast the next season."

Whatever happens in Navy basketball this year, it will be worth your time to watch – and support – your home team. – Earl Smith, JOC, USN, ALL HANDS Sports Editor.



pants, making the top-level matches more correctly designated as "U. S. Navy Pistol Matches" rather than "All-Navy Pistol Matches." A future issue of ALL HANDS will contain information on pistol competition next year.

Revision of the rules covering All-Navy bowling competition to the extent that some of the upper level and the championship matches will be telegraphic was in the interest of reducing transportation.

Win 3 Games in 1 Day

An astonishing perfomance was turned in by the softball team of Naval Base, Green Cove Springs, Fla., in winning the 6th Naval District softball championship.

The Green Cove iron men played three games in a seven-hour period and won all three—two of the games being no-hit, no-run affairs.

Of the original 10 teams involved in the championship playoff, all but three had been eliminated on the next to last day of tournament. All games scheduled for this day were postponed because of rain. The final day it was necessary to play at least two games and if Green Cove won both, to make it a triple-header.

All games had to be completed on the final scheduled day of the tournament in order for the winner to have sufficient time to journey from Charleston, S. C., scene of the tournament, to Chicago for the South-Central Group playoff.

In the first game Green Cove, behind the faultless flinging of pitcher Dodson, trounced the Charleston Group Atlantic Reserve Fleet team 6-0. Dodson was credited with a no-hit, no-run game.

In the second game against NAS Memphis, Green Cover pitcher Rowley repeated the performance of teammate Dodson by pitching nothing but goose eggs. His no-hit-no-run performance necessitated a third game against Memphis.

Back into the box came pitcher Rowley, still perspiring from his recently completed no-hitter, to twirl another game. At the end of six innings the Green Covers were leading 3-1 when down came a deluge of rain that ended the game. The dog-tired but happy Florida team limped off the field to be crowned 6th Naval District champs. – George V. Johnson, JO2, USN.

LETTERS TO THE EDITOR

The Word on Garrison Caps

SIR: I am confused on current uniform regulations and policy in respect to hats and caps. Are the terms "garrison cap" and "overseas cap" synonomous? Do they refer to the folding, flat, fore and aft type of cap derogatorily referred to as "popcorn salesman" hats or "boy scout" hats? Are such caps regulation? If so, in what colors and materials and under what circumstances?—D. B. T., LTJG, USNR.

• *The garrison cap is the same as the so-called "overseas cap". Officers are authorized to wear khaki or green garrison caps which should "match the corresponding uniform in color and material". In other words, they can be worn with service dress, khaki, the khaki working uniform or the aviation winter working uniform. Garrison caps may be worn unless the combination cap is prescribed.* —ED.

Extension on Sunday

SIR: Can a man's extension become effective on a Sunday? If so to what type of discharge would he otherwise be entitled? — H. J. J., PN2, USN.

• *Article C-1406(8), BuPers Manual, states that an agreement to extend enlistment becomes operative on the date following that of expiration of enlistment. Therefore, an extension of enlistment may become effective on Sunday. The character of discharge to which you would "otherwise be entitled" depends on your past record for the enlistment concerned governed by the provisions of Article C-10303, BuPers Manual.* — ED.

Duty in Modernized Carriers

SIR: In the August 1949 issue of ALL HANDS I read an article that said eight ships were being modernized. Among them is USS *Wasp* (CV 18). I helped put *Wasp* in commission in 1943 and would like to know how I can get back aboard her when and if she is put into commission again. — R.O., USN.

• *There is still no definite information concerning the crews for the modernized carriers. If these ships are to be commissioned, the crews would be taken from personnel in the fleets or from those available to BuPers for assignment. If the ships remain inactive and are retained in the Reserve Fleet, no additional personnel will be required from sources outside of the Reserve Fleet. We hope there will be further information on this subject in the near future.* — ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Attending School of Justice

SIR: In the July issue of ALL HANDS I read an article on the Naval School of Justice. Who is eligible to attend that school and what are the requirements? — D. L. C., HM3, USN.

• *Quotas to the U.S. Naval School, Naval Justice, Naval Station, Port Hueneme, Calif., are administered by the commanding officer of the school. All requests for quotas should be addressed via official channels to that command. Ratings eligible are YN and YN strikers. Personnel must have 18 months' obligated service upon entry into this school.* — ED.

Battalion Color

SIR: A point has just arisen in connection with the position of a battalion color during a military formation. In some organizations during military parades the battalion color is held at a lower angle than the national color while marching, during "eyes right" or otherwise. I believe I am correct in pointing out that both the national color and the battalion color should be carried at the same angle except during "eyes right," at which time the battalion color is dipped, while the national color remains at the carry. — D.McC., CAPT, USNR.

• *The regimental (battalion) color salutes in all military ceremonies while the National Anthem or To The Color is being played and when rendering honors to a flag or general officer, but in no other case. The national color renders no salute. In passing in review the color guard executes eyes right at the command of the senior color bearer. To a flag or general officer, the regimental color salutes at the command "Right," and resumes the carry at the command "Front." This information is quoted from Landing Force Manual, Paragraph 10-31. In the War Department Field Manual FM22-5, and in The Marine Corps Pamphlet "How to Respect and Display Our Flag," illustrations show the National Color in formation at the same angle as other flags except when rendering salutes.* — ED.

School Requirements

SIR: I am a YN2 and desire to attend Class B yeoman school. This activity is under the assumption that I must have a GCT-ARI of 110 as required for Class A school. I maintain that two years obligated service and a rate YN2 or above are the only requirements. Am I right or wrong — F. C. V., YN2, USN.

• *You are more right than wrong. BuPers Ltr Pers-636-ohj-1 of 9 Feb 1949, copies of which were forwarded to the COs of all receiving stations and officers in charge of all service schools, states that the requirements for entrance into the Naval School, Yeoman, Class B are (1) a rating of YN2 and above, and (2) a minimum of 18 months obligated service. The test score requirements you mentioned are for Class A Service Schools only.* — ED.

Writing a Novel

SIR: I am in the process of writing a novel on my four years in the Navy. (1) Is it permissible to use the actual names of ships which will appear in the book, or will I have to use fictitious names? (2) How do I get permission from the Navy to put this book into print? — A.B.K., FCSN, USN.

• (1) *If you write a non-fiction book, a factual book, you may use actual ship names. If your book is fiction, it is wise to use fictitious names in order to protect yourself from a libel suit.* (2) *There are no restrictions on writing in the Navy. If, however, you write on a naval or international subject, you must (on acceptance by a publisher or editor) send a copy of the manuscript for filing to the Security Review Branch, Office of Public Information, Department of Defense, Washington 25, D. C., via the chain of command.* — ED.



Norval E. Packwood, PFC, USMC

"It's that absent-minded carpenter again. He forgot he had a hammer in his hand when he saluted."

AF Boys Want Back in Navy

SIR: I am writing on behalf of a group of ex-sailors in this outfit who would like to get back into the Navy. (1) Is there any regulation whereby an ex-Navy man in another service can transfer back into the Navy? (2) Does the new age bracket (17 to 30) include us? Most of us will be over 30 years of age when our current "hitch" in the Air Force is completed. (3) Can an ex-Navy man ship back into the Navy if he has a hardship discharge from another service? — A. J. G., Sgt, USAF.

• (1) *No, there is no regulation whereby an ex-Navy man in another service can transfer back into the Navy.* (2) *Yes, but current policy permits deduction of all previous Regular Navy and active Naval Reserve service from current age for the purpose of qualifying under maximum age restrictions for Regular Navy enlistment.* (3) *In order that a person's eligibility for enlistment in the Regular Navy may be determined, he must submit a formal written application at a Regular Navy recruiting station.* — ED.

To Be or Not to Be in Uniform

SIR: We Regular Navy enlisted men at this Reserve Naval Base wish to know what is considered uniform and what is considered civvies? A certain CPO here states that "levis" and clothing worn by people in the western states are part of the dungaree uniform, but insists that this clothing can't be worn in the line of duty. — USN Men.

• *When the complete dungaree uniform is worn, including the dungaree jumper and with Navy anchor buttons, it is considered a distinctive naval uniform and should not be worn by anyone not in the naval service. Dungarees, without the jumper and consisting of chambray shirt and dungaree trousers without Navy buttons, are not distinctive and can be worn by anyone. Garments sold by civilian dealers, known as "levis," may be worn by naval personnel on duty only if they conform in material and manufacture to those issued by the Bureau of Supplies and Accounts.* — ED.

Age Limit for Tin Can Duty?

SIR: Is there a BuPers circular letter or directive that sets an upper age limit for men serving in destroyers? The general opinion on board this ship is that such a letter does exist but we cannot find it. — J. C. F., EMC, USN.

• *The general opinion could lose a lot of bets on this one. No such letter or directive exists. As long as you are qualified for sea duty, you could be ordered to destroyers or any other ship. There are no "upper age limits."* — ED.



Meal Subsistence Rate

SIR: What is the per meal subsistence rate for enlisted men assigned temporary duty as shore patrol in Suda Bay, Crete? There is some question among us whether it should be $2.75 per meal as it is in Greece, or 75 cents per meal. Twenty-two of us who served as SPs there were paid at the lower rate. The reason given was that Crete did not appear on the reference list. However, Greece does appear on the list and there is the same money exchange rate in Greece that there is in Crete and the same government controls both.—T. J. F., FCC, USN.

• *In view of the fact that Crete is a part of Greece, not a separate country, the same rates that apply in Greece would apply in Crete.*—ED.

Pay for POWs

SIR: Public Law 896, 80th Congress, signed by the President and made a law on 3 July 1948, provides for the payment to all POWs of one dollar per day for every day that they were not provided with adequate food by their captors. I was a POW of the Japanese for 44 months and starved all the time. Have any of the ex-POWs received this pay to date? Was a commission formed by the President to take care of these claims? To whom should I make application in order to collect this claim?—D. R. W., USN (Ret).

• *How did you get the word so fast? Your letter is dated two weeks before the War Crimes Commission was established by the President. It was commissioned on* 14 *Sept* 1949 *and had not had time to even set up an office before the queries started to come in. No claims have been paid as yet but forms will be sent out to all POWs as soon as they are available. For further details it is suggested that you write War Crimes Commission, Room* 132, *Tariff Building, Washington, D. C.*—ED.

Retirement Benefits

SIR: Can you give me any information regarding the retirement benefits of a commander, USN, who, upon reaching the statutory retirement age will have completed 14 years on active duty and eight years inactive duty in the Naval Reserve, and who has active duty service in both world wars. — S.A.K., CDR, MC, USN.

• *If you are eligible in all other respects, you are entitled to retirement in accordance with either of the following formulas, whichever is higher: Public Law 305, section 9 — "When any officer of the Regular Navy or Marine Corps serving in a rank below that of fleet admiral has attained the age of 62 years, he shall be placed upon the retired list by the President with the highest rank, permanent or temporary, held by him while on active duty and with retired pay at the rate of 2½ per centum of the active-duty pay with longevity credit of the rank with which retired, multiplied by the number of years of service for which entitled to credit in the computation of his pay while on active duty, not to exceed a total of 75 per centum of said active-duty pay: Provided, that a fractional year of six months or more shall be considered a full year in computing the number of years of service by which the rate of 2½ per centum is multiplied."*

Section 15 of the Pay Readjustment Act of 1942 (37 U. S. Code, supp. 115) — "The retired pay of any officer of the Navy who served in any capacity as a member of the military or naval forces of the United States prior to 12 Nov 1918, hereafter retired under any provision of law, shall be 75 per centum of his active duty pay at the time of his retirement." The Comptroller General has held that an officer of the Navy retired with pay computed pursuant to this section, shall have such pay computed at 75 per cent of the active duty pay of his permanent rank. (Comp. Gen. 1261 of 23 Aug 1943.) — ED.

How to Enter Leave Records

SIR: A controversy has come up concerning how leave should be entered in the enlisted man's service record. If the leave papers read from 0800, 8 Aug 1949 to 0800, 29 Aug 1949 (20 days) and he takes it as such, should the dates on the page 5 under "From" and "To" read 8-8-49 to 8-29-49, 8-9-49 to 8-29-49, 8-8-49 to 8-28-49 or 8-9-49 to 8-28-49? — D. J. S., YN2SS, USN.

• *If an individual's leave papers read from* 0800, 8 *Aug* 1949 *to* 0800, 29 *Aug* 1949 (20 *days*) *and he takes it as such, the entry on page* 5 *under "From" and "To" should read* 8-9-49 *to* 8-28-49. — ED.

Transfer to Fleet Reserve

SIR: I was transferred to the Fleet Reserve on 18 Dec 1946, holding a temporary commission as lieutenant at the time.

In ALL HANDS, July 1949, p. 24, the statement was made under "Highest Rank Held" that the subject CPO would be ordered to active duty (in case he was so ordered) as a CPO and, of course, would be required to be in chief's uniform. This is confusing to me. Although my temporary status terminated at the time I was transferred to the Fleet Reserve, paragraph one of my orders states: "Upon your release from active duty, your temporary status will terminate. Under recent legislation you are eligible to be advanced to the highest grade in which, as determined by the Secretary of the Navy, you served satisfactorily under a temporary appointment. Upon being placed on the retired list, you will become entitled to all the benefits of such rank provided by the legislation. *Until such time you are authorized to assume the title and wear the uniform of a Lieutenant, U. S. Navy, when appropriate,* in accordance with Naval Uniform Regulations."

I interpret the above to mean that I am to keep my lieutenant uniforms in shape. (1) If that is so, what if I should be called to active duty — would I have to do a fast job of converting my present uniforms in order to report in proper uniform? Should I disregard the paragraph quoted above and have my CPO outfit ready? (2) Since I received a uniform allowance when I was promoted from CPO to commissioned rank, will I also receive one going back to CPO in case I should be ordered back to duty? — T. C. H., CMM(PA), USNFR.

• (1) *Since you were not a Fleet Reservist prior to your appointment, you are not entitled to assume the title nor to wear the uniform of a lieutenant in your present status. Until retirement, you are a chief machinist's mate,* USNR, *and should keep your CPO uniform in readiness. Many Fleet Reservists like you are confused about this situation; to help clarify the details,* ALL HANDS *has an explanatory article on p.* 50.

(2) *No. In accordance with the regulations of the Secretary of Defense concerning clothing allowances, temporary officers who revert to CPO and remain on active duty (or temporary officers who revert to chief petty officer, are paid off and then reenlist for active duty) are entitled to a monetary allowance of* $105. *There is no provision for a person who is released to inactive duty.* — ED.



"I like rural atmosphere."

What's New on Promotion to Warrant Grade and LDO Commissions

SIR: In regard to promotion to warrant grade and limited duty commissions, what are the present plans of the Bureau? Should a man start to prepare himself for future examinations? Are examinations for warrant planned for the near future? Also, will examinations be given for limited duty commissions, thereby affording the best qualified people an opportunity to profit by their knowledge and ability? I am sure that quite a few other people in the Navy would appreciate some information along this line. — J. E. P., QMC, USN.

• *No examinations for warrant rank are planned for the near future. However, applications for LDO commissions were invited by BuPers Circ. Ltr.* 149-49 (*NDB,* 15 *Sept* 1949) *and prospective applicants should notify their COs in writing immediately, or before* 1 *Dec* 1949. *A man should, by all means, start to prepare himself for future examinations.*

A two-part examination will be given throughout the service on 15 *Feb* 1950 *to applicants for selection in the* 1950 *LDO program. Beginning with the* 1952 *program, it is expected that this will be a three-part examination. In regard to "affording the best qualified people an opportunity to profit by their knowledge and ability," the Navy Department has made every effort in the past to do that, and will continue to do so. In noting the results of previous LDO selection programs, many have failed to perceive that the preponderance of temporary officers selected for LDO commissions resulted from that effort in that their original selection for temporary appointments can be considered a preliminary screening process. These were the best qualified candidates by virtue of their knowledge and ability. Although the LDO selection boards have not revealed their methods, it is believed that an added factor in favor of these applicants was this: Their performance as officers was known, while that of candidates who never had been officers would be "factor X," so to speak.*

Be not discouraged, brother. The Navy is as interested in the best qualified people as can be imagined. Maybe more so.—ED.

Cancellation of Agreement

SIR: If a man agreed to extend his enlistment for one year in order to get shore duty and did get the shore duty, staying there from 8 Oct 1948 to 15 Feb 1949 at which time he was sent to an overseas base for duty, can the Navy hold him to that agreement?—B. N. W., USN.

• *Once an agreement to extend an enlistment is executed, the individual can be held to such an agreement. However, it is the enlisted man's privilege to submit, prior to the effective date of the extension, a request for cancellation of the agreement to BuPers for consideration, giving all the particulars of entering into the agreement.*

Although no encouragement can be given that the agreement will be cancelled, it is possible that where the serviceman was not afforded the benefits for which the extension was executed, cancellation may be authorized prior to effective date.—ED.

State Bonus Dope

SIR: In the article on the Minnesota State Bonus, appearing in the August 1949 issue of ALL HANDS, the last sentence states that no payments will be made to men who were in service the full five years prior to 7 Dec 1941. I entered the Navy from the state of Minnesota in December 1940. Am I entitled to the state bonus for the period 7 Dec 1941 to 2 Sept 1945?—S. J. M., TMC, USN.

• *Eligibility for the Minnesota bonus is, of course, entirely up to the appropriate state bonus authorities. You would not, however, be barred from the bonus by that portion of the bonus law which prohibits payments to those who were in the service for the five years immediately prior to* 7 *Dec* 1941, *as you state you were in the Navy for only one year prior to* 7 *Dec* 1941.—ED.

Ship Reunions

News of ship reunions and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1807, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• USS *Quincy* (CA 71) — Former crew members interested in staging a reunion of the Mighty "Q" are urged to contact Lloyd Paterson, 2121 16th Street, Niagara Falls, N. Y. It is also requested that addresses of all former shipmates be forwarded.

Military Sea Transportation Service

THE NUMBER of auxiliary ships operated by the Navy will be increased greatly between now and the summer of 1950 as Army transports, cargo ships, tugs and tankers are transferred to the new Military Sea Transportation Service. The MSTS, under jurisdiction of the Navy, will receive 227 former Army ships – assuming responsibility for them progressively during the next few months.

Of the 227 ships, more than 100 are large ships to be employed on trans-Atlantic, trans-Pacific, and Caribbean routes. Another 125 are smaller ships for shorter "intra-theater" runs. In addition, MSTS will include 94 ships which were already commissioned or non-commissioned Navy ships in the Naval Transportation Service.

The 227 Army ships to be transferred to MSTS consist of the following classifications: 62 transports, 122 cargo ships, 17 tankers and 26 tugs. Of the 122 cargo ships, 42 are classified as small freighters. Eighteen are LSTs or LSMs used for cargo carrying. The rest are large cargo ships, 62 in number.

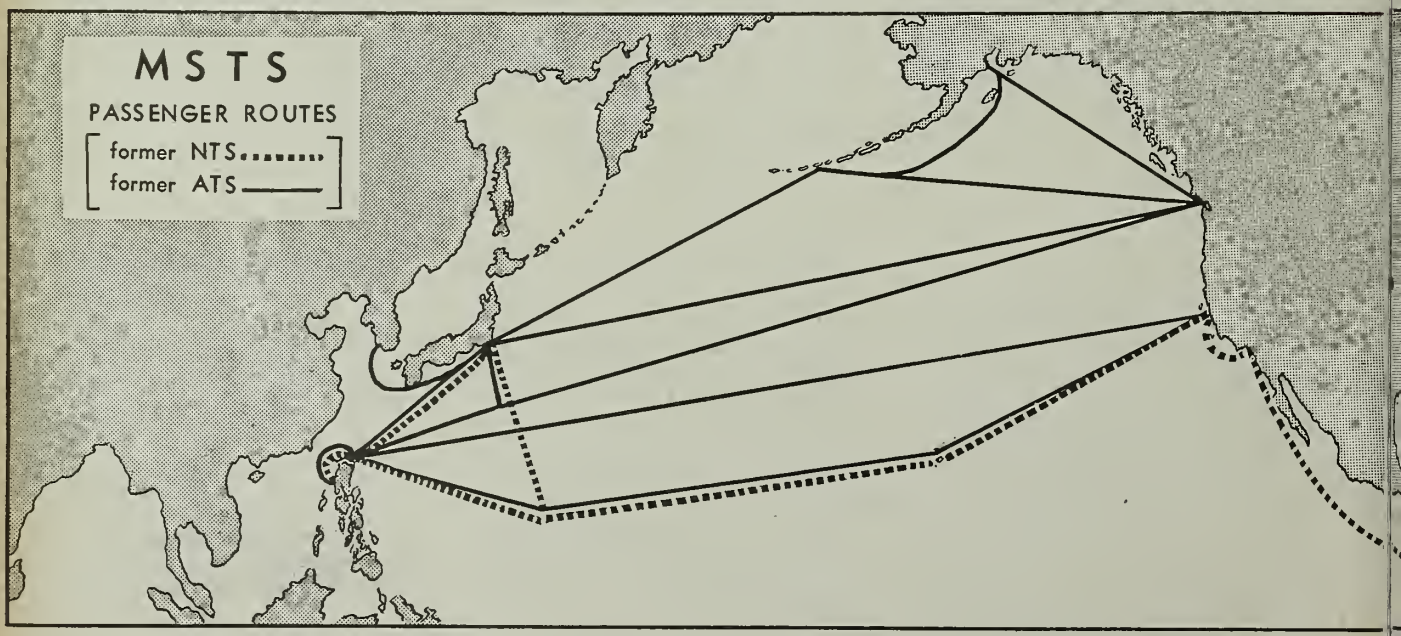
MSTS will operate from three U. S. ports not frequently included in previous NTS schedules – Seattle, New Orleans, and New York City—in addition to the familiar Navy ports of San Francisco, San Diego, and Norfolk. This makes a total of at least six continental U. S. ports to be included in MSTS routes. (See chart for overseas ports.) Alaska and Europe, included in MSTS routes, were seldom touched by scheduled NTS ships. The accompanying chart shows only the proposed routes for MSTS transports. Cargo vessels and tankers will touch at many ports not shown, as the need for their service may dictate.



NEWLY FORMED MSTS, under Navy jurisdiction, will receive 227 former Army ships including many transports similar to *Fred C. Ainsworth* (above).

The Military Sea Transportation Service will come under the Navy's Chief of Naval Operations, with headquarters in the Navy Department, Washington, D. C. Rear Admiral William M. Callaghan, USN, has been designated as commander of MSTS, with Rear Admiral Augustus J. Wellings, USN, as vice commander. A deputy commander will be assigned to each of four field offices, at Seattle, San Francisco, New Orleans and New York City.

As before, the ex-Army ships will



be manned by civil service employees. In most cases, if not all, the same personnel which operated them for the Army will operate them for the Navy. The rights and interests of the former crews will be protected in all respects. Army chaplains, medical officers and nurses assigned to MSTS ships will be replaced by Navy personnel prior to 1 Apr 1950.

Army nurses on ships being assigned to MSTS are to be replaced by Navy nurses. Because of this, the Navy has opened approximately 50 sea-duty billets on transports for Naval Reserve nurses who will volunteer for at least one year of active duty.

MSTS has been established for the following purpose, a CNO directive points out:

"To provide, under one authority, the control, operation and administration of ocean transportation for personnel, material, mail and other cargoes for all agencies or departments of the National Military Establishment."

Principal contact with MSTS by Navy personnel will be with the transports – most of which are splendid and comfortable ships. These will prove especially pleasing to men wishing to have dependents join them at overseas stations where quarters are available. Also, some Naval Reserve officers will be permitted to make training cruises on the *commissioned* MSTS ships.

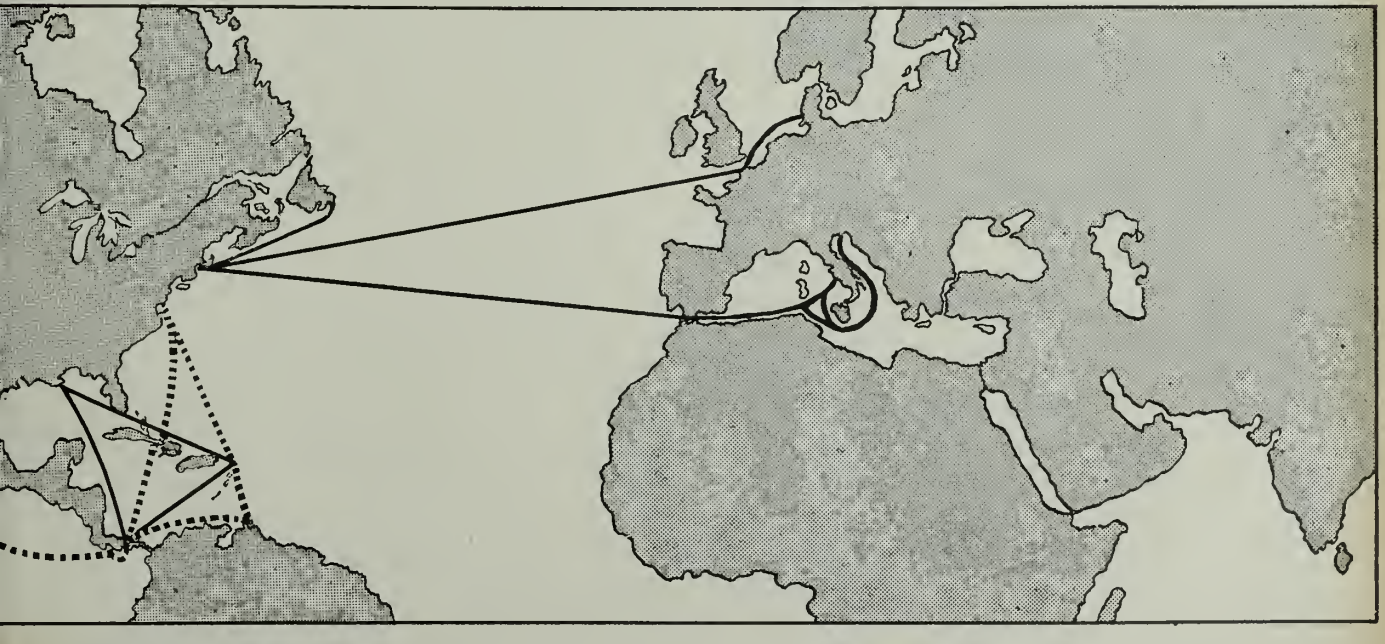
The Naval Transportation Service, known as NTS, was disestablished on 1 Oct 1949.



OCEAN TRANSPORTATION of cargoes for departments of NME will be made in MSTS bottoms. DPs arrive in New York in *General W. M. Black.*

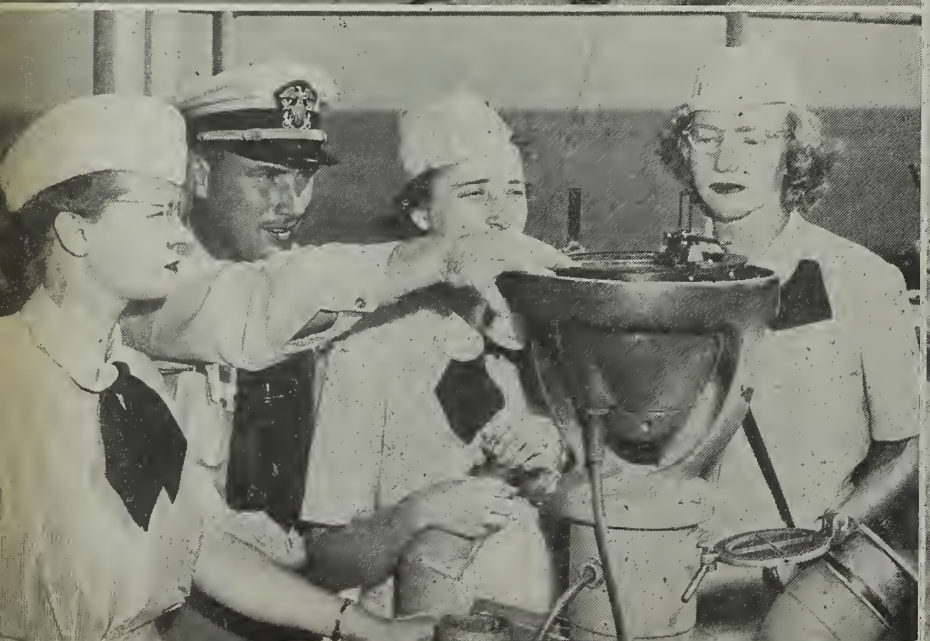


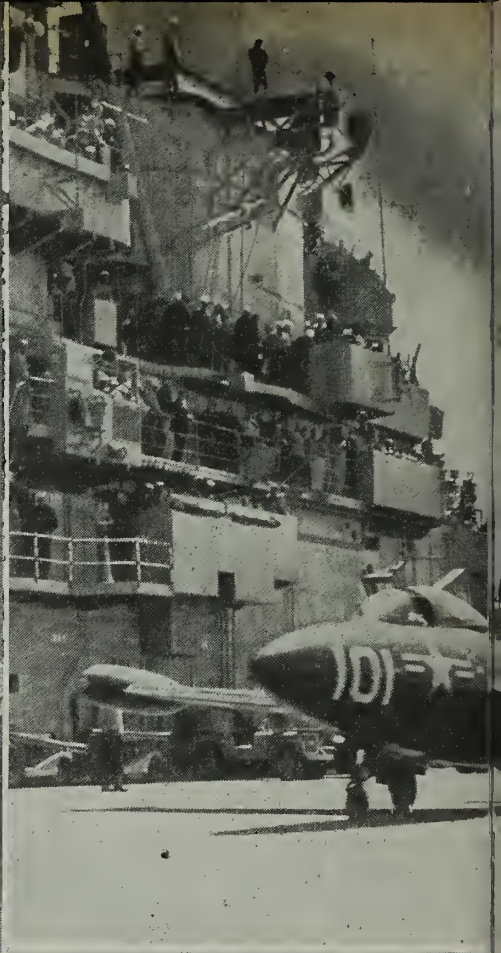
SPLENDID and comfortable ships like *Thomas H. Barry* (above) will transport service dependents to and from ports of call the world over (see map below).

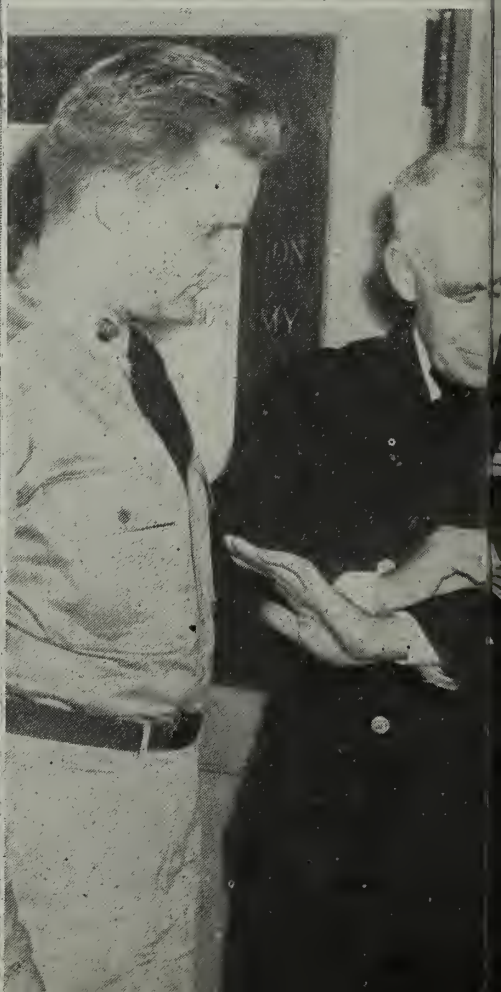



MISS KEARSARGE









TODAY'S NAVY



Pay Bill Passed and Signed into Law; Quarters to Replace Family Allowance

The new Pay Bill has been passed by both houses of Congress and signed into law by the President.

Passage of the law climaxes three years of spadework within the armed services and discussion in the halls of Congress. It is known formally as the "Career Compensation Act of 1949."

The basic provisions of the new pay law are included in this month's Bulletin Board section of ALL HANDS (see pp. 44-46). To see how much you will make under the new law, turn to the chart on page 45 and run your finger along the line representing your pay level until you reach the number of years service you have accumulated. This figure plus what you receive in subsistence and quarters and extra pay will be your new pay total.

Of primary interest to enlisted men is the provision in the new law which will gradually reduce the present "family allowance" and substitute for it a permanent "quarters allowance" which has been almost doubled in amount. The old family allowance was a measure passed during the war and was not intended to continue in peacetime.

But don't get excited. Some family allowance payments will continue up to the termination date which has been set for 1 July 1952. What's more, you will get a break during the interim change-over period — the Navy will allow you to draw either your old family allowance or the new quarters allowance, whichever is greater (see p. 44).

Many sections of the new law — like this section on the change of family allowance to quarters allowance — must now be referred for interpretation to such agencies as the Bureau of Supplies and Accounts, Judge Advocate General, the Bureau of Naval Personnel and other groups. As these interpretations of the basic law become available, ALL HANDS will carry explanatory stories on them.

← The Navy in Pictures

SLEEK AND HOT F9F *Panther* jet fighters operate with the Pacific Fleet off the carrier USS *Boxer* (above right). Top left: Prizes and plaudits are awarded Marilyn Lannar, winner of *Miss Kearsarge* contest, and the runners-up at ship's dance in Boston. Center left: Drill platoon of NavScol Electronics, Treasure Island, executes difficult but spectacular Queen Anne salute. Below left: Three women doctors commissioned as Wave internes pick up some shipboard savvy on board PCE 894 in Chicago. Lower right: Francis A. Ametrano, BMC, proudly displays evidence of long and distinguished career to co-workers at Armed Forces PIO in New York City.

High-Scoring Jet Gunnery

"Outstanding," the Navy's highest percentage rating for air-to-air gunnery, was achieved by Fighter Squadron 52 in the final tabulation of scores made during the Pacific Fleet intersquadron gunnery competition.

This was the first time any squadron has fired "outstanding" scores in

YESTERDAY'S NAVY



Japanese sank U. S. gunboat Panay on Yangtze River 12 Dec 1937. Island of Guam placed under control of Navy Department 23 Dec 1898. Congress authorized squadron to suppress piracy in Caribbean Sea 20 Dec 1822.

DECEMBER 1949

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31



TRADITIONAL turk's-head is wound on boatdeck ladder of USS LST 912 by Ernest W. Enzer, QMSN, USN.

organized competition since the end of World War II. Leading the way with the most hits was Lieutenant (junior grade) Joe M. McFadden, USN, while Lieutenant Wayne R. Cheal, USN, was only one hit behind in the final count.

Scores are figured by the percentage of hits made by a pilot on a target towed by another plane. Each pilot makes eight runs on the target while the commanding officer of a rival squadron acts as umpire. The competition includes both jet and propeller aircraft.

VF-52 used Navy TO-1 *Shooting Star* jet fighters to accomplish their record setting score. The sharpshooting squadron is commanded by Commander Edward J. Pawka, USN, who also competed with his outfit in the competition.

High-Speed Clay Pigeons

Pilotless aircraft that travel close to the speed of sound and maneuver like jet fighters will soon become "clay pigeons" upon which antiaircraft gunners of the Navy can sharpen their eyes.

Designated KDM-1, the radio-controlled drone is a new improved version of the Gorgon IV guided missile and is powered by a circular ram-jet engine attached to the underside.

The engine has no moving parts and gets its thrust from the difference in momentum between entering air and the exhaust gases. Fuel is sprayed into the airstream and ignited by a sparkplug. The exhaust gases then provide enough power to enable the drone to reach a speed close to that of sound.

Gorgon IV was an all-metal, high-winged monoplane with a 10-foot wing span and an overall length of 22 feet. The new version, KDM-1, will be approximately the same size but will fly longer than the ten-minute duration of its predecessor.

The target drones can be launched from twin-engine bombers and remotely controlled by either the parent plane or a ship or shore station.

When the drone's fuel supply is exhausted, the target plane noses up, releasing a parachute for the descent. Past tests have shown that damage is slight in these landings and little repair is needed before the drone can be reflown.

'Great Man, Great Sailor'

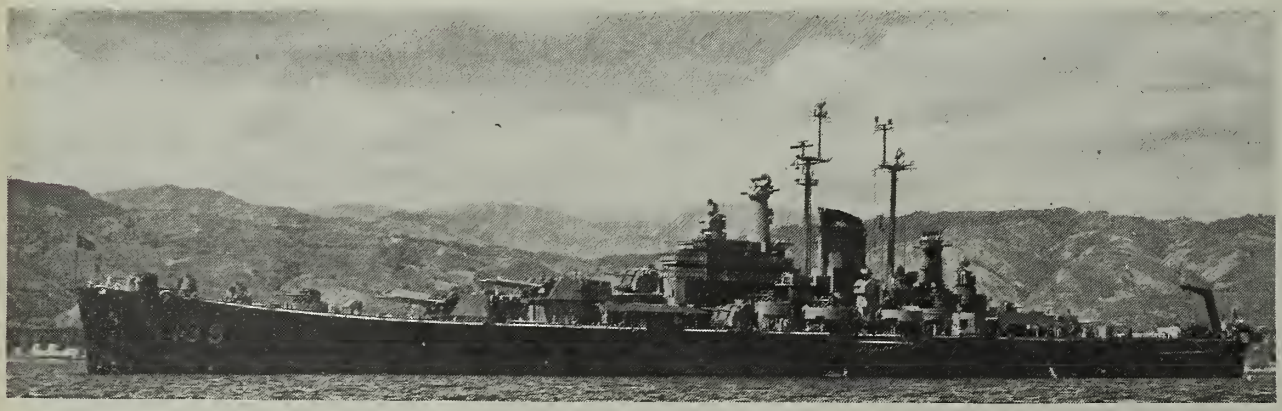
In ceremonies held on board USS *Valley Forge* (CV 45) at San Diego, Calif., Fleet Admiral William F. Halsey, USN (Ret), presented the posthumous commission of full admiral to the widow of the late Vice Admiral John Sidney McCain, USN. At the same time, a chief petty officer who had served under Vice Admiral McCain presented Mrs. McCain with a flag bearing the four stars of a full admiral.



SPARE TIME study gets HS diploma for J. N. Donaldson, Jr., AFC, from CAPT J. R. Topper as family looks on.

Private Law 250, passed by Congress and signed by the President, authorized the appointment and made it retroactive from 6 Sept 1945, the date of Vice Admiral McCain's death.

Speaking of the man who had served as his second in command during the war, Fleet Admiral Halsey said, "This is one of the very rare occasions where an honor of this kind has been given to a man after he died. No man deserved better of his country than John Sidney McCain. He was a very great man and a great sailor."



ON SHAKEDOWN cruise in Caribbean waters, Navy's newest cruiser USS *Salem* rides at anchor off Port-au-Prince.

MATS Has Successful Year

The Military Air Transport Service (MATS), successor to NATS and the Air Force's ATS, has completed one year of operation, a year in which MATS shouldered a heavy responsibility for the success of the Berlin airlift.

The bulk of the more than 300 planes that flew the airlift were provided by the newly organized MATS. These were all four-engined C-54s, or R5Ds as they are called by the Navy.

In July 1948, only a few weeks after the integration into one service of the Naval and Air Force transport components, MATS sent to Germany an initial complement of 72 C-54s and 2,500 personnel to take part in the Airlift. Later, an additional 73 C-54s, including two Navy squadrons (VR-6 and VR-8) were sent to supply blockaded Berlin.

As a result of this tremendous drain of the airlift, fewer planes than usual were able to fly the rest of the 70,000 miles of air routes maintained by MATS. Traffic on the trans-Atlantic, Caribbean, Pacific and Far East routes were cut back accordingly but all were kept open throughout the year.

Navy squadrons assigned to MATS compiled good records during their first year of operation under the integrated set-up. VR-6 and VR-8, flying the airlift, led all other squadrons in efficiency, in hours flown and in supplies carried for the five critical months of the lift from December 1948 to April 1949. (See ALL HANDS, August 1949, p. 33-34.)

Another Navy squadron, VR-3, which flew men and supplies across the Atlantic to keep the airlift running, was singled out for praise in the report as the mainstay of MATS Atlantic Division.

Integration, the report stated, has been successful – judging by its first year. Personnel of the two services have worked and lived together on bases with no evidence of friction on any level.

In addition, several overlapping routes have now been consolidated. So have certain air terminals and airfield facilities used by MATS. Wherever profitable, the report adds, techniques combining the best features of the old NATS and ATS have been combined and made official MATS procedure.

Despite its preoccupation with the airlift, however, MATS kept intact not only its world-wide air routes but also its Air Weather Service, Air Rescue Service and Airways and Air Communications Service.



CHAPLAIN is swung by bos'n's chair to the destroyer USS *Haggard* where he held first Sunday divine services conducted by a chaplain on that ship.

Circuit-Riding Chaplains Serve Tin Cans

The idea of the circuit-riding preacher has been extended to destroyers of the Atlantic Fleet.

The plan of assigning a chaplain to a group of ships rather than to one ship alone was found to be sound from the experience of the first "traveling padres," assigned last year to Service Force, Atlantic (see ALL HANDS, June 1948, p. 35).

Now the scheme has been extended to destroyers with the assignment of two chaplains to Destroyers, Atlantic. Since destroyers are not large enough to rate a chaplain of their own, it was felt that a traveling salesman sort of preacher would be a big help in the conduct of divine services in the fleet.

The two Service Force chaplains found that there were several other jobs besides preaching that needed doing. They pitched in as ship's librarians, personal counselors and as advisers on recreation.

One new idea that has resulted: Crew members on many ships are now briefed on what they will see and where they will see it when they go ashore in a foreign liberty port.

If the plan continues to show merit, the Navy plans to extend its circuit riders to the west coast.

New Medical Technique

Foreign bodies – as a shell fragment, a piece of glass or a wooden splinter – lodged in the soft tissues of the human body, and sometimes not visible in an X-ray, can now be located through the use of a new technique.

Developed by a Naval Reserve doctor on active duty, the new method involves the "echo" of high frequency sound waves that are sent into the body by an instrument applied directly to the skin. As this ultrasonic energy bounces back from the foreign object, it is transformed into electrical pulses which are amplified and shown on a cathode ray oscillograph screen.

Lieutenant (junior grade) George D. Ludwig, MC, USNR, who developed the technique, was assisted in the early stages by the Naval Research Laboratory, Bellevue, D. C. All experiments to date have been conducted on animals but demonstrations have proved that the intensity of energy used is not harmful to living tissue and an instrument is now being made for use in human experiments.



ONCE OVER is given 5-inch gun mount of USS *Kearsarge* by army personnel from the New England area who visited the big ship at the Boston Navy Yard.

Largest Amphib Maneuver

In the largest postwar amphibious maneuver ever held, the point Army-Navy Exercise MIKI took place in the Hawaiian Islands duing October.

Over 500 Army, Navy and Marine Corps personnel acted as umpires for the maneuver which saw 50,000 men carry out an assault plan that was judged from the time the forces began to form in the U. S. until the operation was completed in Hawaii.

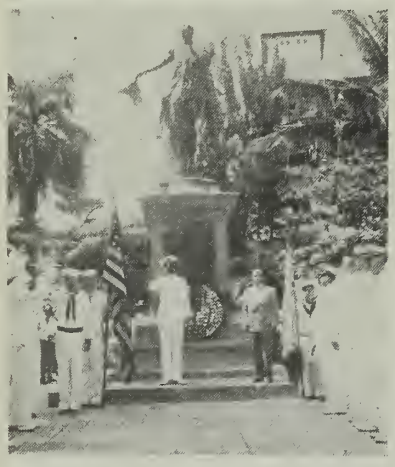
"Casualties" also were traced until they arrived at rear echelon hospital units to see if the medical forces were operating at peak efficiency and speed.

Plus the land-based defending forces on the islands, 14 U. S. Navy submarines, including five new guppy-snorkel craft, were used as defensive outposts.

Data compiled by the umpires will be used by heads of the forces involved to determine how and where each armed service can be bolstered.

Crew of USS PC 572 Honors Simon Bolivar

During a good will cruise to Colombia, personnel of the patrol vessel USS PC 572 took part in a ceremony honoring Simon Bolivar, "the George Washington of South America."



SALUTE is rendered in Bolivar's honor. Wreath was placed before hero's statue by skipper of PC 572.

Assisted by a U. S. Navy shore patrolman, the skipper of PC 572 placed a wreath before a statue of Bolivar in Cartegena. He also delivered a short address at the ceremony. Forty-two sailors — 21 from the Colombian Navy and 21 from the U. S. Navy — flanked the monument during the rite. After the wreath was placed, the Colombian Navy Band played the U. S. National Anthem and the Colombian national anthem to highlight a colorful ceremony.

Simon Bolivar, "The Liberator," distinguished himself in the early 1800s by leading several South American countries in their struggle for independence.

Naval Navajo

In 1917 a Navajo Indian left his Denver, Col., reservation and went on the warpath. He found a war too — as a matter of fact he found two of them and fought well in both as an enlisted man in the U. S. Navy.

Now, 32 years later, a veteran of World Wars I and II, Herbert K. Wilson, BT2, USN, has just reenlisted again for what he says will be his last hitch. After this one, he vows, he's going to go back to the old reservation and "just take life easy."

This real, full-blooded American who has done his fighting as a warrior in the Navy, survived the torpedoing of USS *Leedstown* (AP 73) when she was hit and sunk off the coast of Algiers, North Africa, in November 1942.

He is now serving in USS *Leyte* (CV 32). *Leyte* is a far cry from some of the Navy ships he has served in, Wilson recalls. The one he remembers best is USS *Kentucky* (BB 66). They had never heard of a reciprocating or steam turbine engine in those days. *Kentucky* burned coal and did all right on it too, he maintains.

Wilson likes the Navy. He likes it so well in fact that he didn't even realize his last hitch was up. When the Navy discovered the fact they quickly sent the veteran boilerman packing to St. Louis, Mo., to be separated.

But Wilson had his own idea about being separated. He wasn't for it. He reenlisted for another three years as soon as he got to St. Louis.

Not again, though, he says. Thirty-four years is a good, long, solid career, he thinks, and besides the old reservation keeps calling him back. After his present hitch, he figures he'd better go.

Chief Builds Midget Plane

There's a Navy CPO in San Diego who's really getting up in the world — on his own power, too, practically.

Chief W. E. White spent his spare time for eight months in his garage in S. D. One day he rolled out an airplane — one of the smallest passenger-carrying planes known to man. It was 14 feet long, had a wing span of 20 feet and was powered with a two-cylinder motorcycle engine.

Ceiling for the 400-pound aircraft proved to be 1,100 feet, but Chief White expects to increase it to 3,000

feet by using a different propeller. Fuel capacity of the "White Hi-Wing" is one and three-quarters gallons — somewhat less than that of the *Constitution*. Cruising radius had not been determined on last report.

It is believed by some that White's plane may start a new trend in sports transportation.

Flag Rank Orders

Flag rank orders for last month:

Vice Admiral Harold B. Sallada, USN, retired 1 Oct 1949.

Rear Admiral Charles A. Pownall, USN, retires 1 Nov 1949.

Rear Admiral Roger W. Paine, USN, retired 1 Oct 1949.

Rear Admiral Dixwell Ketcham, USN, retires 1 Nov 1949.

Rear Admiral Arthur C. Davis, USN, member, Joint Strategic Survey Committee, Naval Operations, Navy Department, ordered to Director, The Joint Staff, Joint Chiefs of Staff.

Rear Admiral Lawrence F. Reifsnider, USN, retires 1 Dec 1949.

Rear Admiral John H. Brown, Jr., USN, Commander, U. S. Naval Base, Portsmouth, N. H., ordered as Commander, Submarine Force, Pacific Fleet.

Rear Admiral Leslie C. Stevens, USN, U. S. Naval Attache and U. S. Naval Attache for Air, Moscow, Russia, ordered to Naval Operations for duty.

Rear Admiral William M. Callaghan, USN, Naval Operations, Navy Department, ordered as Commander, Military Sea Transportation Service.



THE PAY OFF—Prize money for winning the Battle Efficiency Pennant is awarded enlisted men of USS LST 1126. Each enlisted man receives $20.

Rear Admiral Stuart S. Murray, USN, Commander Naval Base, Pearl Harbor, T. H., ordered as Commander, Amphibious Training Command, Atlantic Fleet.

Rear Admiral Thomas H. Robbins, Jr., USN, Commander Carrier Division 17 ordered to Joint Chiefs of Staff for duty.

Rear Admiral Oswald S. Colclough, USN, Commander Submarine Force, Pacific Fleet, ordered to Naval Operations for duty.



VISITING the Bremerton Group, Pacific Reserve Fleet, SecNav Francis P. Matthews, greets naval personnel from his home town, Omaha, Neb.

Rear Admiral Wendell G. Switzer, USN, Commander, Naval Ordnance Test Station, Inyokern, Calif., ordered as Commander, Carrier Division 17.

Rear Admiral Frederick I. Entwistle, USN, Assistant Chief of Bureau of Ordnance for Research, ordered as Deputy Commander, Western Sea Frontier and Deputy Commander, Pacific Reserve Fleet.

Rear Admiral Augustus J. Wellings, USN, Assistant Chief of Naval Operations (Transportation), Naval Operations, ordered as Vice Commander, Military Sea Transportation Service, Naval Operations.

Rear Admiral Francis X. McInerney, USN, Commander Cruiser Division Five, ordered to Commander, Battleships and Cruisers, Pacific Fleet for further assignment by BuPers.

Rear Admiral Walter G. Schindler, USN, Chief, U. S. Naval Mission, Valparaiso, Chile, ordered to Bureau of Naval Personnel for further assignment.

Rear Admiral Frederic L. Conklin, MC, USN, retired 1 Oct 1949.

Rear Admiral William J. C. Agnew, MC, USN, District Medical Officer, 14th Naval District, Pearl Harbor, T. H., ordered as District Medical Officer, Ninth Naval District, Great Lakes, Ill.

Rear Admiral George W. Baurenschmidt, SC, USN, Assistant Chief for Logistics Plans Coordination, Bureau of Supplies and Accounts, Navy Department, ordered as Deputy Chief Bureau of Supplies and Accounts.

Dad and Son Serve Together in Repair Ship in Same Division



FAMILY AFFAIR—LT Roy M. Duke and his son, Roy Jr., FN, work as a team on board *Kermit Roosevelt.*

A father and son are working together as part of a team in the engineering division of an auxiliary repair ship, USS *Kermit Roosevelt* (ARG 16).

The father, Lieutenant Roy M. Duke, USN, a veteran of 23 years in the Navy as an enlisted man and officer, is the division officer. Roy M. Duke, Jr., FN, USN, enlisted in 1949 and was assigned to the same ship as his father.

The elder Duke has spent most of his Navy career in submarines, serving successively in the old *R*-14, S-41, USS *Skipjack* (SS 184) and USS *Bergall* (SS 320). He made four war patrols in Northern Japanese and Aleutian waters.

The younger Duke joined the Navy shortly after he and his mother and two sisters had been evacuated from Tsingtao, China, in the face of the southward drive of the Chinese Communists which occurred early this year.

Mrs. Duke, young Roy and the two Duke girls, Annamarie and Patricia, had gone to Tsingtao only a short while before to join Lieutenant Duke who was stationed there aboard *Kermit Roosevelt.*

Navy War Casualties

Naval personnel wounded during World War II didn't know it, but their chances of fully recovering and going back on active duty were better than seven out of 10.

According to BuMed statistics, 32,754 naval officers and enlisted men were wounded by enemy action during the past war. Of this number, 28,107 returned to duty. A total of 4,647 were invalided from service.

However, another 36,488 naval officers and enlisted men were killed instantly in action, died as a result of wounds, or died while a prisoner of war. Of this number, 909 died while held as prisoners of war.

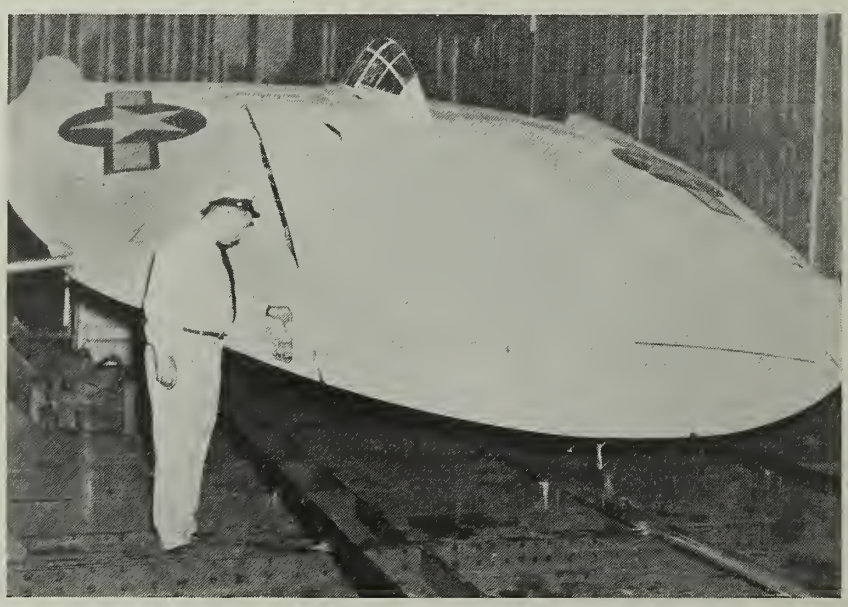
Altogether, naval personnel sustained 69,242 casualties between 7 Dec 1941 and 31 Dec 1946. Of this number, enlisted personnel suffered 62,487 casualties and officers 6,755.

Among officers, the enemy took the heaviest toll of lieutenants (junior grade). Two thousand one hundred and sixty-one officers of this rank were wounded or killed in combat. Next heaviest toll was taken of ensigns, with 2,140 sustaining casualties. Also wounded or killed were 1,492 lieutenants, 416 lieutenant commanders, 181 commanders and 45 captains. Eight admirals were wounded or killed.

The Navy suffered the heaviest casualties of the war during 1945. During that year 22,913 officers and enlisted personnel were killed or wounded. Next roughest year on Navy men was 1944, which saw 19,781 naval personnel become casualties of enemy action. In the 25 combat days of 1941 statistics show 2,592 men were killed or wounded—most of them at Pearl Harbor on 7 December of that year.

During the Battle of Guadalcanal—including naval actions in support of the campaign—the Navy suffered 9,813 casualties. Of this number 5,342 were killed in action, died of wounds or died while prisoners of war. Of the total Navy casualties 876 or about nine per cent were officers, and 8,937 or 91 per cent were enlisted. Greatest loss of personnel by one unit was suffered by USS *Juneau* (CL 52), when 686 crew members of that vessel were killed when *Juneau* exploded after being torpedoed by a submarine.

During the Battle of Midway the Navy suffered comparatively light casualties—in respect to this great naval victory. A total of 490 Navy



FLYING FLAPJACK, the XF5U-1, an experimental observation plane, is put in mothballs at NAS Norfolk to await display at the National Air Museum.

personnel were wounded or killed, including 94 officers and 396 enlisted men. Three hundred and ten men were killed, including one man who died while a prisoner of war.

Very heavy casualties also were suffered by the Navy during the Battle of Okinawa. During this operation 9,131 naval personnel were wounded or killed. Hardest hit were the destroyers – primarily those on radar picket duty. On board these DDs 1,925 men were killed in action and 2,064 were wounded. Of the wounded, 76 later died and 222 were invalided from service.

An interesting fact is that the average naval officer wounded during World War II was 28.1 years of age and had been serving on active duty for an average period of 49.5 months. The average Navy enlisted man wounded during World War II was 23.8 years of age and had been serving on active duty for an average period of 27.9 months.

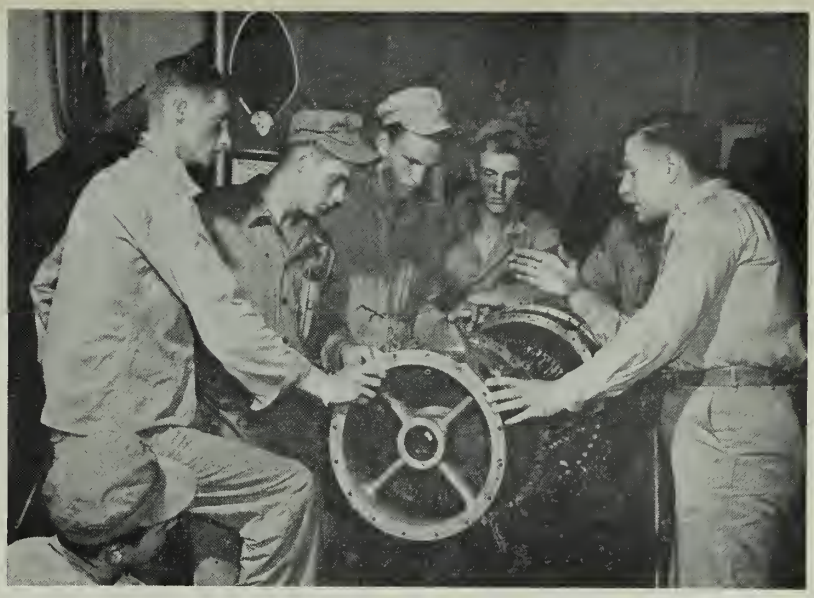
Ships Shuffled

Ships on duty in the Mediterranean area have been relieved by other vessels reassigned from U. S. waters.

In September, 18 vessels departed East Coast ports for the Mediterranean, where they relieved 15 ships on duty there. The relieved vessels returned to East Coast ports.

The ships now on duty in the Mediterranean are: USS *Leyte* (CV 32); USS *Des Moines* (CA 134); USS *Worcester* (CL 144); USS *Tigrone* (SSR 419); USS *Algol* (AKA 54); USS *English* (DD 696); USS *Hank* (DD 702); USS *Wallace L. Lind* (DD 703); USS *John W. Weeks* (DD 701); USS *Ault* (DD 698); USS *Haynsworth* (DD 700); USS *Joseph P. Kennedy, Jr.* (DD 850); USS *William R. Rush* (DD 714); USS *Johnston* (DD 821); USS *Fiske* (DD 842); USS *Turner* (DDR 834); USS *Charles P. Cecil* (DDR 835); and USS *Newman K. Perry* (DDR 883).

Ships that completed a tour and returned to the U. S. are: USS *Coral Sea* (CVB 43); USS *Fargo* (CL 106); USS *Juneau* (CL 119); USS *Marquette* (AKA 95); LST 980; USS *Cone* (DD 866); USS *Stribling* (DD 867); USS *Meredith* (DD 890); USS *Vesole* (DD 878); USS *Leary* (DDR 879); USS *Dyess* (DDR 880); USS *Bordelon* (DDR 881); USS *Brownson* (DD 868); USS *R. H. McCard* (DD 822); and USS *Charles H. Roan* (DD 853).



SECRETS of jet propulsion are taught trainees by SGT P. H. Soucy, USMC, instructor who describes intricacies of jet engine model he built.

Marine Air Personnel Get Jet Training

Jet-propulsion, the phrase that has come to mean speed in modern aviation, has now become part of the technical training for aviation personnel at Marine Corps Air Station, Cherry Point, N. C.

For years Marine pilots made aviation history with their daring combat tactics in *Corsairs* (F4Us) and continued to keep pace with other engine-driven aircraft during the post war period with later models of the same plane.

With the advent of jet planes, the need was recognized for competent, trained ground personnel who thoroughly understood jet engines. Keeping abreast of the times, MCAS Cherry Point, opened its new school 15 Aug 1949.

The opening climaxed months of hard work, including intensive study by marine instructors at NATTC Memphis, Tenn.

Well equipped to train marine students in all phases of the "whoosh" aircraft, the classrooms feature everything in the way of making the course both practical and complete. Two J-30 engines for assembly and disassembly, cutaway charts of the engine, visual aid charts, and drawings of J-30, J-33, J-34, J-35 and J-42 jet engines are on hand for use by the trainees.

Well qualified instructors, all having up to five years experience, conduct the three-week course. The morning classroom study is readily turned into reality by afternoon sessions of practical work.

To insure the maximum benefits from the new course, the results shown by men taking the first few courses will be carefully noted and any necessary or additional changes will be made in the curriculum.

With the exception of Quantico, Va., Cherry Point is the only other Marine base to conduct a school of this type.

Three high-speed minesweepers – USS *Macomb* (DMS 23); USS *Rodman* (DMS 21); and USS *Jeffers* (DMS 27) – accompanied *Leyte* and her escort vessels across the Atlantic for training in task force operations. After brief visits at Mediterranean ports they returned to the U. S.

The ships reporting to the Mediterranean were assigned to the Sixth Task Fleet.

Also reporting for duty with the Sixth Task Fleet were the Twenty-First Marines (Reinforced). This detachment relieved the Eighth Marines (Reinforced) which had been serving as the Fleet Marine Force of the Sixth Fleet for the previous four months. The relieved Eighth Marines returned to duty in the U. S. with the Second Marine Division, Camp Lejeune, N. C.



MEMBERS of USS *Power*'s original crew, (L to R) F. Grisbaum, K. B. Bailey, A. G. Lanford and R. G. Lowery, sit poised, ready for the big celebration.

Plank Owners Honored at DD's Birthday

A birthday party took place aboard the destroyer USS *Power* (DD 839) one day this fall – a birthday party for the ship itself, which marked the fourth anniversary of her commissioning.

Power was built in Bath, Me., and commissioned in Boston, Mass., late in 1945. Subsequently, she spent considerable time in Mediterranean waters.

Of the more than 200 men now aboard *Power*, only four were members of her original crew. A large birthday cake and other "celebration delicacies" were shared by these four enlisted men and two other of the ship's complement at a special table in the observance. The four *Power* plank owners are Frederick Grisbaum, BT2, USN; Kessler B. Bailey, FCC, USN; Alvin G. Lanford, SN, USN; and Richard G. Lowery, SN, USN.

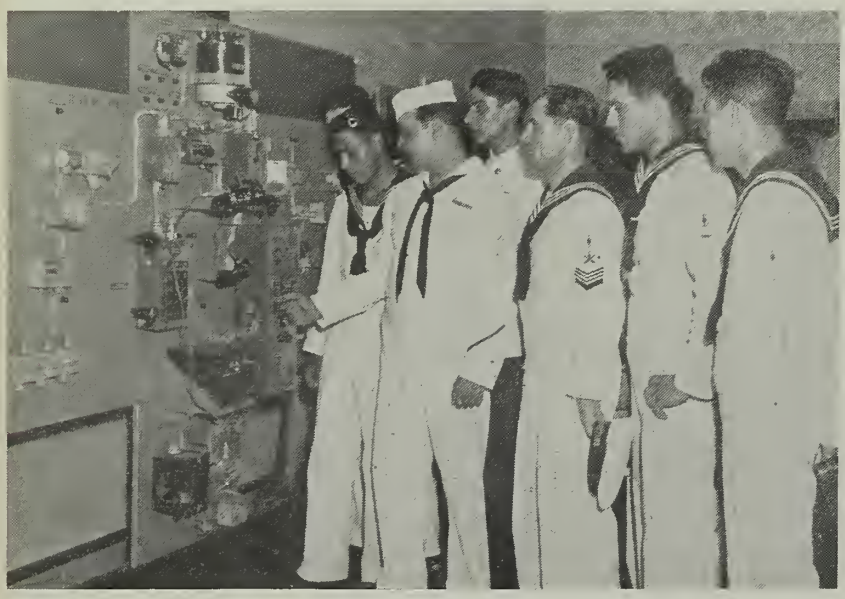
17 Sailors Donate Blood

Sailors at NAS Columbus, Ohio, know how to react immediately in an emergency situation—and thus earned the everlasting gratitude of a 19-year-old Columbus girl.

Holiday routine was in order at NAS Columbus. That meant that only one-fourth of the complement (normally 450 officers and men) were on board that day.

Suddenly the public address system came alive with this call – "Now hear this . . . University Hospital needs 10 pints of type 'O' blood to save the life of a girl who has been seriously injured . . . all hands desiring to donate blood report to the OOD's office on the double."

Fifteen minutes after the doctor had made his desperate appeal to the station, 17 sailors were enroute to the hospital to donate the blood that saved the life of someone they had never seen.



SPANISH-SPEAKING enlisted man guides sailors and marines from Argentine Navy training cruiser ARA *Argentina* on a tour of NAS New Orleans.

Ship-to-Shore Telephone

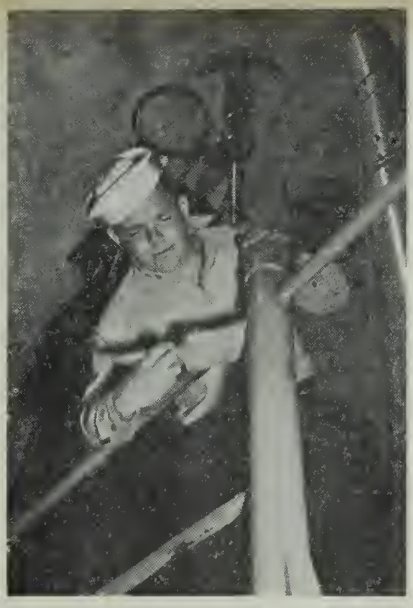
Would you like to call your mother in Kalamazoo, Mich., when you get out somewhere near the International Date Line? You soon may be able to do that – actually hear her voice and let her hear yours – while you're sailing along over the waves.

Service such as has been offered by the Coastal Harbor Radiotelephone Service can now be had on a much expanded basis by most Navy ships so desiring. The Coastal Harbor Radiotelephone Service has enabled men on ships subscribing to the service to call ashore and talk to any U. S. person reachable by phone. This in the past has been limited to calls from within a few hundred miles of the U. S. coast. The new service now available – called the High Seas Radiotelephone Service—makes possible telephone calls home from thousands of miles at sea.

Almost every commissioned Navy ship possessing the proper equipment is now a subscriber to the Coastal Harbor Service. At the time this was written the High Seas Service had just been authorized and no Navy ships had yet subscribed.

Collect calls through High Seas Radiotelephone stations are not accepted, nor is it possible to make calls *from* shore *to* the ships at sea. The charge for High Seas Service depends upon the location of the land telephone and that of the ship originating the call. Typical charges would be $3.00 for a call to Baltimore from a ship near Puerto Rico, or $6.75 for a call to Nebraska from a ship west of Hawaii. These figures are the "initial period" rates – for three minutes or a fraction thereof.

In general, the same equipment and procedure which has been used for making calls through the Coastal Harbor Service will apply to the High Seas Service. Extreme range of the High Seas Service will depend often upon atmospheric conditions.



BRUSHWORK by L. Ledford, GM1, keeps Seattle Reserve training ship USS *Puffer* (SS 268) in tip-top shape.

Procedures Standardized

To standardize procedures for Air Force officers who are performing duty with the Navy is the purpose of BuPers Circ. Ltr. 150-49 (NDB 30 Sept 1949).

A similar directive outlining procedures for Army personnel serving with the Navy has previously been issued (BuPers Circ. Ltr. 222-48, NDB 30 Nov 1948).

While on duty with the Navy, Air Force officers will wear the uniforms of their parent service and will remain under the administrative jurisdiction of the Department of the Air Force.

A normal tour of duty with the Navy for an Air Force officer will be from 18 to 36 months. The officer will be ordered to a specific Navy billet and will subsequently be returned to an Air Force activity on orders issued by the Air Force.

An Effectiveness Report (the Air Force equivalent of a Navy Fitness Report) will be completed by the commanding officer of the Navy activity and will be forwarded by him directly to the Air Force.

COs of Navy activities may also grant Air Force officers leave, awards and letters of commendation as prescribed by existing directives.

Other subjects covered by the circular letter are: personnel accounting, temporary additional orders, pay, reports required, hospitalization, promotions, demotions, release from active duty, correspondence and disciplinary action.

Nothing in the new directive, however, pertains to Air Force officers performing duty with any joint staffs, activities, agencies or committees, or who may be patients at naval hospitals.

Ex-EM Invented a Method of Refueling at Sea

A former enlisted man, whose invention of the "Elwood Method" of refueling at sea won for him the Bronze Star, has retired from the Navy.

Lieutenant Commander Ralph H. Elwood, USN, whose carefully worked out idea enabled fighting ships to refuel while underway on a direct course and at a fast clip, has completed 30 years in the Navy — most of them on destroyers.

In the "Elwood Method" of refueling, an overhead span line is used as a track for a trolley rig to which is attached the fueling hose. As the receiving ship draws apart from the oiler, the hose runs out with it on the trolley, forming several giant arcs, suspended well above the water between the two ships.

Greater speed, maneuverability and less obstructed use of anti-aircraft batteries by the ship being fueled are cited as advantages of the war-born method.

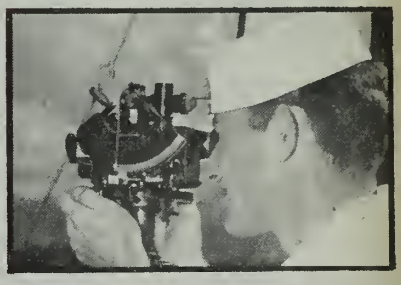
Although most of his time was spent in the "tin can" Navy (he served in USS *Somers, Marcus, Burns, Percival, Hull, Wasmuth,* and *Pope),* it was in USS *Cimarron* (AO 22), where he spent most of his wartime duty, that Elwood developend his revolutionary fueling technique.

First trials of the new system were run from *Cimarron* the summer of 1944 and were later included in fleet doctrine. The "Elwood Method" now shares the spotlight with the "close-in" method which had been used universally in the fleet.

Lieutenant Commander Elwood has retired and will make his home near Bremerton, Wash. Not content, however, with his already substantial contribution to the Navy, he recently offered two more practical suggestions to BuShips.

QUIZ AWEIGH

All hands who read ALL HANDS should find this month's quiz a snap. Dope on these several subjects has appeared in our favorite magazine. So if these questions seem tough, sailor, you just don't read enough.



1. This man is squinting thraugh an instrument knawn as (a) theadalite (b) actant (c) azimuthscope.

2. It is used in taking (a) sun sights (b) azimuth bearings (c) sights an weather ballaans.



3. Pawerful new heavy cruiser, sister ship af *Des Maines* and *Newpart News,* she is (a) *Oregan City* (b) *Huntingtan* (c) *Salem.*

4. Her fully autamatic main batteries are (a) 8-inch 55 caliber (b) 9-inch 47 caliber (c) 12-inch 50 caliber.



5. Bristling with rockets, this is the hard-hitting (a) AM-1 *Mauler* (b) AD-1 *Skyraider* (c) BTJ-1 *Annihilatar.*

6. These single-engine heavyweights will replace the naw autmaded (a) *Hellcat* (b) *Avenger* (c) *Helldiver.*

ANSWERS TO QUIZ ON PAGE 53

Brief news items about other branches of the armed services.

★ ★ ★

JUST TO SHOW that it could be done safely, an Air Force captain bailed out of a jet plane flying at more than 550 miles an hour.

Using the seat-ejection priinciple that "fires" the pilot out by means of an exploding 37-mm. cartridge, Captain Vincent Mazza, USAF, made his fastest-speed bailout at 555 miles an hour.

Floating down from about 10,000 feet, he landed in San Pablo Bay near Hamilton Air Force Base, San Rafael, Calif.

Earlier, Victor A. James, an Air Force staff sergeant, made a seat-ejection bailout at 405 miles an hour.

There were no ill effects either from acceleration of the seat as it left the plane or from wind blasts as he shot clear.

For the tests, their faces were completely covered by a standard oxygen mask and an experimental plastic eye visor attached to the crash helmet. Earlier Navy tests at Langley Field in 1946 proved that the unprotected human face is likely to suffer serious injury from wind blast and shearing effect.

Two Navy enlisted men, faces unprotected, experienced violent flapping of cheeks and skin distention at high speeds in the Langley Field wind tunnel tests. (See ALL HANDS, April 1949, p. 2.)

Because of possible injury to the unprotected face, the Navy's tests were stopped when the speed of wind through the tunnel reached 457 miles an hour.

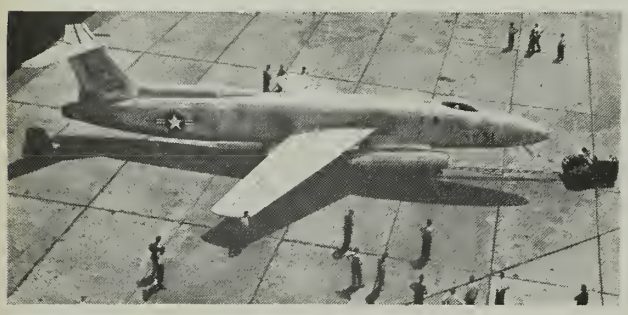
★ ★ ★

A NEW LIGHT BOMBER, designed for short range tactical missions in support of ground forces, has been constructed for the Air Force and is now undergoing preliminary ground tests.

Called the XB-51, the new plane is powered by three turbo-jet engines, two mounted on the underside of the fuselage beneath the cockpit and the third mounted in the rear of the fuselage.

Built for a two-man crew, the plane has a pressurized cabin, air conditioning and pilot ejection seats. Horizontal tail surfaces are mounted at the top of the vertical stabilizer and both the wings and tail are swept back at a 35-degree angle.

"Spoilers" on the upper surfaces of the wing provide lateral control instead of conventional ailerons. The XB-51 is 80 feet in length with a wing-span of 55 feet.



SUPPORT of ground troops will be the primary mission of the USAF's new three-jet light bomber, the XB-51.

A BRONZE, hexagon-shaped pendant is being made available for distribution to Army and Air Force personnel holding the Commendation Ribbon.



Approximately 500,000 Army and Air Force personnel who have been awarded the green and white Commendation Ribbon as a token of meritorious achievement of service are eligible for the pendant. It will be worn on those occasions where personnel wear their medals instead of ribbons.

To obtain the pendant, Army and Air Force personnel must apply for it, including a copy of the commendation and the specific authorization for the award with each application. Army personnel holding the Commendation Ribbon should apply to the Adjutant General, Department of the Army, Washington 25, D. C. Air Force personnel should apply to the Director of Military Personnel, Headquarters United States Air Force, Washington 25, D. C.

★ ★ ★

AT THE REQUEST of General of the Army Douglas MacArthur, two special missions are being conducted in Japan and the Ryukyu Islands to study food economy and trade and business procedures.

The Department of the Army has sent a special group of economic and agricultural experts to the Ryukyu Islands to study the agriculture and fishery programs there in an effort to improve the diet of the island's residents. The mission will also study the home industries of the islands and introduce "money crops" to be grown and exported to help cover the cost of necessary imports.

The other special mission, to study existing trade and business procedures in Japan, will make recommendations on the basis of their findings to General MacArthur.

★ ★ ★

A CRITICAL SHORTAGE of housing for families of Air Force personnel stationed in Alaska has been somewhat relieved by 300 trailers.

Bought by the Federal Housing Administration for use during the Oregon and Washington floods during May 1948, the metal trailers were declared excess to the Public Housing Administration needs and turned over to the Air Force. Representatives of the Alaskan Air Command selected those suitable for use in the cold climate because they meet insulation and heating requirements.

To be used primarily for housing families of enlisted personnel, the trailers will be considered public quarters and occupants will not be paid rental allowances. Laundry and bathhouse units also are being shipped to the trailer camp sites for use by the trailer-tenants.

Before the mobile homes were shipped by sea from Vancouver, Wash., camp sites were prepared at the three bases that will utilize them — Elemendorf AFB, Anchorage, Alaska; Ladd AFB, Fairbanks, Alaska, and Eielson AFB, also at Fairbanks, Alaska.

UNITS of the Canadian Army and Air Force, along with units of the U. S. Army and Air Force, will conduct joint winter training maneuvers in the Yukon and Alaska areas during January and February 1950.

Scheduled for planning and operational purposes, the joint exercise will be of a local nature and will be a continuation of training programs now being conducted by armed forces in both countries.

The over-all allied commander of the exercise will be furnished by the U. S. and also the allied Army commander. Canada will provide the allied Air Force commander. Results of the maneuvers will be studied to determine the possibilities of using combined Canadian-United States armed forces in far north operations.

A one-battalion combat team from the Canadian Army and one from the U. S. Army will include infantry, artillery, engineers, signals, and other supporting services.

Royal Canadian Air Force planes and personnel will combine with the United States Air Force to provide fighter coverage, bombing and reconnaissance, and transport aircraft. Mobile radar and communication units of both air forces will be used in addition to any existing communications in the area.

★ ★ ★

TWO NEW TYPES of survival ration kits, one designed for the arctic regions and one for the torrid climates, have been developed at the Quartermaster Food and Container Institute for the Armed Forces, Chicago, Ill.

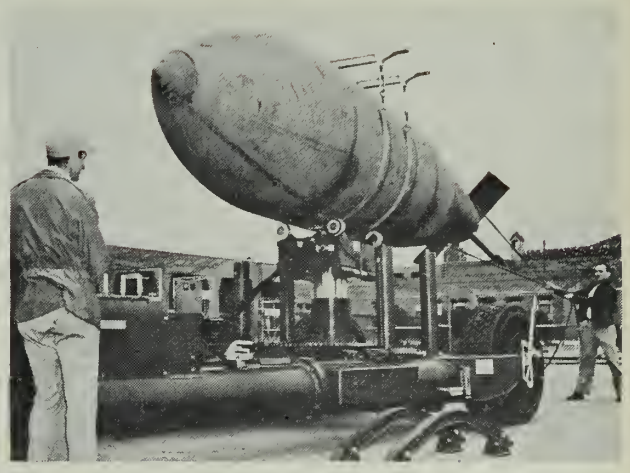
Although not considered the ultimate for survival under conditions of isolation in either of the two areas, the newly adopted rations are far superior to any previously used by the armed forces.

Packaged in a rectangular metal container weighing less than a pound and a half, the arctic type, SA-2, includes cereal, sweetmeats, fruit, almond chocolate, sweet chocolate, starch jelly in bars, soluble coffee and tea, bouillon, chewing gum, sugar tablets, cigarettes, matches, and protective bag for carrying rations after the can has been opened.

In the tropical version, ST-1, chocolate is excluded to provide an all-carbohydrate menu that supplies 400 calories per man per day.



HIT THE DECK—Simulated strafing attack sends Air Force ROTC students diving for ditches, AFB Orlando.



GIANT hydraulic bomb lift enables one man to raise 25-ton bomb into bomb bay of aircraft, adjust its position.

TECHNICIANS of the Army Corps of Engineers have designed two types of prefabricated troop shelters which can be easily and quickly erected in overseas areas of varied temperatures by troops not having specialized training in construction.

One is an arctic shelter, and the other is an all-purpose structure. Both are easily transportable, compact, and uniform as to space units. The basic unit is 20 feet wide, eight feet high, and 48 feet long, but is expandable or reducible as to length by units of eight feet.

Prototypes of the arctic shelter are now being tested, one at an arctic base in Canada and another in the climatic hangar at Eglin Air Force Base, Fla. Side panels are of honeycomb construction and are faced with skin-stressed aluminum. Locked into place with metal connectors, the panels form a frameless building.

This shelter is built to withstand wind velocity of 125 miles an hour. The temperature differential provided for is 135 degrees — plus 70 on the inside and minus 65 outside. Plexiglas windows of several thicknesses and an air lock make the building practically hermetically sealed.

The all-purpose shelter is still in the model stage. Through interchangeability of steel, aluminum and wooden parts, it can be made suitable for tropical, temperate or frigid zones. It is designed for use in climatic temperatures ranging from 120 degrees to minus 30 degrees.

★ ★ ★

"KILL THE UMPIRE!" may be a favorite phrase of spectators at America's favorite game, but the man who yells it during war games is in trouble.

There the umpires, numbering in the hundreds sometimes, are all powerful. During "Exercise Harvest," held in the American zone of Germany in September, the umpires had the power to "decide the effectiveness of the participants' importance, rule out illegal action, and call the plays as he sees them," said an Army announcement.

The 200 umpires for "Exercise Harvest" had undergone a 10-day training course under a special U. S. Joint Umpire School convened at Furth, Germany.

THE BULLETIN BOARD

Pay Increase Is Incentive Towards Career in the Services

When the U. S. Senate passed by apparently unanimous voice vote the bill authorizing a pay increase of some $300,000,000 throughout the uniformed services, it represented the final major step toward the first general realignment of the military pay structure in 40 years.

Several times adjustments had been made within the general framework of the pay structure, with the result that laws concerning basic pay, special pay, allowances and retirement pay have gradually developed along separate lines.

This, said an earlier Senate Armed Services Committee report, brought about "a literal hodge-podge that is so complicated and lacking in cohesion that it can be fairly stated that the Federal Government has no identifiable plan which governs the career compensation of persons in the uniformed services."

The new pay legislation undertakes to provide just that – an incentive toward a full career in the services. Its provisions regulate the pay of personnel in the Army, Navy, Marine Corps, Coast Guard, Air Force, Coast and Geodetic Survey and Public Health Service.

Before Congress started to work on the bill, the uniformed services had made studies for nearly two years, and a civilian body – the Advisory Commission on Service Pay, headed by Mr. Charles R. Hook – studied the situation for another full year before their report was handed over to Congress.

Among the major features of the new pay system that evolved out of this comprehensive thought are:

- Increases in base pay for all officer and enlisted personnel except seaman recruits with less than five months of service.
- A new system of longevity or in-service increases of as much as $15 a month. The increases will be granted – if the person concerned is eligible to receive an increase – every two years instead of three, up to 18 years of service, and every four years from 18 years up to the end of his longetivity increases.
- Requirement of at least 30 percent incapacity as a minimum for disability retirement of both officer and enlisted personnel. For lesser degrees of incapacity, a lump-sum severance payment will be granted as figured from the length of time in service and base pay up to a maximum of two years' base pay.
- A large increase in quarters allowance (from $37.50 to $67.50) for the three highest enlisted grades plus third class petty officers who have seven or more years of service. The allowance is payable to enlisted men having dependents and not occupying government quarters.
- Eventual elimination (in 1950) of the family allowance provided for in the Servicemen's Dependents Allowance Act of 1942. The law sets the procedure for "phasing out" the family allowance principle, which the committee report said was "too expensive for the permanent peacetime establishment," and replacing it with a permanent quarters allowance payable only to enlisted personnel in the higher grades.

A provision is made, however, that enlisted personnel with families

(Continued on Page 46)



Navy Begins Study of Ocean Floor

What the bottom of the ocean looks like is an item of special interest to the Navy.

More specifically, the Navy wants to find out what effect the bottom contours of the Pacific off the coast of Central California have upon currents and the upwelling of water from the ocean depths. It would like to know the geological character of the "continental shelf" where it slants downward into the ocean depths off the U. S. Pacific coast.

Under an agreement between the Office of Naval Research and the California Academy of Sciences, the first thorough study of the sea bottom off the central coast of California will soon begin. A five-man scientific team from the Academy will move on board USS *Mulberry* (AN 27) during the exploratory trips. The Navy will supply wire line, trawl buckets and other equipment necessary for the investigation.

Another objective of the ocean floor investigation is to study the amount and location of undersea life in relation to such factors as temperature and depth of the water. They hope to obtain practical information on the possible existence of food and mineral resources on the continental shelf.

In the process of the investigation the Navy team hopes to determine the character of underwater areas of San Andreas and the Farallone Islands. Sketchy information on the San Andreas "fault"—a fracture of the earth's crust accompanied by displacement of a segment of the earth mass at a different location – indicates it may form one of the greatest submarine cliffs known.

Most of the exploratory voyages on board *Mulberry* will take place within a three-month period, although the study is expected to continue until the summer of 1950.

Monthly Pay and Allowances of Naval Personnel—Officer and Enlisted

Commissioned Officers

Pay grade	Cumulative years of service													Allowances			
														With dependents		Without dependents	
	Under 2	Over 2	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18	Over 22	Over 26	Over 30	Subsistence	Quarters	Subsistence	Quarters
Admiral[1]	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	954.75	42.00	150.00	42.00	120.00
Vice admiral[1]	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	954.75	42.00	150.00	42.00	120.00
Rear admiral (upper half)	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	926.25	954.75	42.00	150.00	42.00	120.00
Rear admiral (lower half) and Commodore	769.50	769.50	769.50	769.50	769.50	769.50	769.50	769.50	769.50	769.50	769.50	798.00	826.50	42.00	150.00	42.00	120.00
Captain	570.00	570.00	570.00	570.00	570.00	570.00	570.00	570.00	584.25	612.75	641.25	669.75	698.25	42.00	120.00	42.00	105.00
Commander	456.00	456.00	456.00	456.00	456.00	456.00	470.25	484.50	498.75	527.25	555.75	584.25	584.25	42.00	120.00	42.00	90.00
Lieutenant commander	384.75	384.75	384.75	384.75	399.00	413.25	427.50	441.75	456.00	484.50	498.75	513.00	513.00	42.00	105.00	42.00	82.50
Lieutenant	313.50	313.50	327.75	342.00	356.25	370.50	384.75	399.00	413.25	427.50	441.75	441.75	441.75	42.00	90.00	42.00	75.00
Lieutenant (junior grade)	249.38	263.63	277.88	292.13	306.38	320.63	334.88	349.13	349.13	349.13	349.13	349.13	349.13	42.00	82.50	42.00	67.50
Ensign	213.75	228.00	242.25	256.50	270.75	285.00	299.25	313.50	313.50	313.50	313.50	313.50	313.50	42.00	75.00	42.00	60.00

Commissioned Warrant and Warrant Officers

4	320.10	320.10	320.10	334.65	349.20	363.75	378.30	392.85	407.40	421.95	436.50	451.05	465.60	42.00	105.00	42.00	82.50
3	291.00	291.00	291.00	298.28	305.55	312.83	320.10	327.38	334.65	349.20	363.75	378.30	392.85	42.00	90.00	42.00	75.00
2	254.63	254.63	254.63	254.63	261.90	269.18	276.45	283.73	291.00	305.55	320.10	334.65	349.20	42.00	82.50	42.00	67.50
1	210.98	210.98	210.98	218.25	225.53	232.80	240.08	247.35	254.63	269.18	283.73	298.28	298.28	42.00	75.00	42.00	60.00

Enlisted Personnel[2]

Pay grade	Cumulative years of service													Allowances			
														With dependents		Without dependents	
	Under 2	Over 2	Over 4	Over 6	Over 8	Over 10	Over 12	Over 14	Over 16	Over 18	Over 22	Over 26	Over 30	Subsistence	Quarters	Subsistence	Quarters
7 (CPO)	198.45	198.45	205.80	213.15	220.50	227.85	235.20	242.55	249.90	264.60	279.30	294.00	294.00	31.50	67.50	31.50	45.00
6 (PO1)	169.05	169.05	176.40	183.75	191.10	198.45	205.80	213.15	220.50	235.20	249.90	249.90	249.90	31.50	67.50	31.50	45.00
5 (PO2)	139.65	147.00	154.35	161.70	169.05	176.40	183.75	191.10	198.45	213.15	227.85	227.85	227.85	31.50	67.50	31.50	45.00
4 (PO3)	117.60	124.95	132.30	139.65	147.00	154.35	161.70	169.05	176.40	191.10	191.10	191.10	191.10	31.50	[3] 45.00	31.50	45.00
3 (SN)	95.55	102.90	110.25	117.60	124.95	132.30	139.65	147.00	147.00	147.00	147.00	147.00	147.00	31.50	45.00	31.50	45.00
2 (SA)	82.50	90.00	97.50	105.00	112.50	120.00	120.00	120.00	120.00	120.00	120.00	120.00	120.00	31.50	45.00	31.50	45.00
1 (over 4 months) (SR)	80.00	87.50	95.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00	95.00	31.50	45.00	31.50	45.00
1 (under 4 months) (SR)	75.00													31.50	45.00	31.50	45.00

[1] Admiral and vice admiral also entitled to personal money allowance of $2,200 and $500 per year, respectively.

[2] Allowance applicable to personnel authorized to ration and live separately, generally intended for married personnel grades 7-5 and grade 4, with at least 7 years' total service.

[3] Increased to $67.50 after 7 years' total service.

(Continued from Page 44)

whose pay and family allowance under the old system would be higher than the new pay and quarters allowance may continue on their present pay basis until 1 July 1952, or until the expiration of their enlistment (whichever is earlier). On the other hand, if the new pay rates plus allowances for quarters and other purposes would give a man more money than the old pay plus family allowances, he is permitted to receive the larger amount.

• Establishment of nine types of duty as "hazardous" and authorizing incentive pay for their performance. These duties include submarine service, aerial flight, glider flight, parachute jumping, intimate contact with persons afflicted with leprosy, demolition duty, submarine escape training tank service, and duty at the Navy Deep Sea Diving School or the Navy Experimental Diving Unit. Payment is made of a flat monthly scale ranging from $30 for a seaman recruit to $75 for CPOs, $100 for all warrant grades, and from $100 for ensigns to $210 for captains and back again to $150 for flag rank officers.

• Special diving pay of not less than $5 or more than $30 per month for enlisted personnel (only) assigned to diving duties. In addition, special pay of five dollars an hour is provided for officers and enlisted men employed as divers in salvage or repair operations in depths over 90 feet or under other extraordinary hazardous conditions.



Norval E. Packwood, PFC, USMC

"Excellent job of camouflage, Jerkins. It fooled me completely."

• Special pay for sea and foreign duty for enlisted personnel only. Payment is made on a flat-rate basis ranging from $8 per month for seaman recruits to $20.50 per month for CPOs.

• Reenlistment bonuses which increase in proportion to the length of the reenlistment period. For four and six-year reenlistments (the only periods acceptable under the present administrative ruling), a bonus of $160 or $360 respectively is paid. The bonus is not paid for more than four reenlistments nor for any period which would extend the enlistee's service beyond 30 years.

• For officers, the subsistence allowance is set at $42 per month, regardless of the number of dependents. The enlisted scale is the same.

• Under the law, the ceiling on per diem pay is increased from $7 to $9; monetary allowance based on mileage during travel is increased from five to seven cents a mile; and the ceiling on mileage allowance is raised from 8 to 10 cents per mile.

• Provisions for retirement for reasons other than physical disability or for transfer to the Fleet Reserve or Marine Corps Reserve are substantially the same as before.

The above points are by no means a technical discussion of the new pay legislation. This article is designed only to acquaint readers with a few of the outstanding points of the law. Many details must yet be interpreted by the services and agencies concerned. Your disbursing officer will get the word on these interpretations as they are issued by these agencies.

In regard to the reenlistment bonus, many personnel will be wondering whether they will be eligible to collect both the $50 per year allowance for previous service and the reenlistment bonus for future enlistments. Under the provisions of the law, you will have a choice of either one or the other – not both.

Thus, a man who will have been serving out a previous enlistment of, say, four years will have a choice of accepting the $200 at the end of his enlistment or of signing for six years to get $360. But if he were reenlisting for only four years, the bonus would be only $160 and it would obviously be a better choice to take the $200 for previous service.

For persons who extend their enlistments for two to six years, the payment under the reenlistment bonus clause is only $20 per year of obligated service.

Thus the pay bill seeks to encourage the career aspect of the service, not only in its reenlistment bonus provisions but in others for longevity, increased pay scales and some of the allowances.

Among the laws specifically repealed in the new legislation are those pertaining to payment for:

• Navy messman duty.

• Enlisted men's travel allowance on discharge.

• Reenlistment furlough travel allowance.

• Mileage allowances in place of transportation to dependents of service personnel.

• Transportation of baggage of enlisted men discharged for disability in line of duty.

• Travel expenses of enlisted men incident to entry on or relief from active duty.

• Duty as aides to Navy rear admirals.

• Certain longevity credit for Naval and Marine Corps Reservists.

In the accompanying table, base pay for the rank of fleet admiral and comparable grades in the other services is the same as for admiral. However, the Chief of Naval Operations is awarded a personal money allowance of $4,000 per year. The money allowance for admirals and comparable grades in other services is $2,200 yearly, and vice admirals and comparable grades receive $500 yearly.

Personnel in China Get Letters Via Navy Radio

After four mail-less months, naval personnel and members of the American Foreign Service at Shanghai, China, began receiving their correspondence again through the use of a Navy radio link.

The letters, limited to 200 words, are transmitted by Navy radio between Shanghai and Guam, and by regular mail between Guam and the U. S. Enclosed in each of the letters is a note stating that it was received by naval radio.

The delivery of mail to personnel in Shanghai was held up by the interruption of transportation to and from the area.

Here's the Word on How to Figure Your NSLI Dividend

Special dividend payments as high as $528 are possible for some holders of National Service Life Insurance policies.

This select category is composed of persons who took out a $10,000 NSLI policy at the age of 40 or less and kept it in force for 96 months, the longest possible period for purposes of computing the special dividend.

The $528 represents the maximum individual share of the $2,800,000 total dividend. Nearly 16,000,000 veterans and servicemen who took out NSLI policies before 1 Jan 1948 and kept them in force three months or more are eligible. First checks of the special dividend payment will be mailed by the Veterans Administration some time in January 1950, and will continue at the rate of 200,000 per day until all applications have been processed.

Following is the scale of payment, as announced by the Veterans Administration, based on each $1,000 of insurance for each month the policy was in force prior to its anniversary date in 1948:

Age	*Rate*
40 and under	$ .55
41	.52
42	.49
43	.46
44	.43
45	.40
46	.37
47	.34
48	.31
49	.28
50	.25
51	.24
52	.23
53	.22
54	.21
55 and over	.20

The rate of payment is the same for both term and converted policies, and will be paid only for the period the policy was in force prior to the policy anniversary in 1948. Veterans Administration emphasized that no payments will be made for periods of lapse.

Here are two examples of how the dividend will be paid according to the factors of face amount of the insurance, length of time in force prior to its anniversary date in 1948, and age at the time of purchase:

• Seaman "Able" was 21 years old when he took out a maximum $10,000 NSLI policy in October 1943, shortly after joining the Navy, and still holds the same policy. To figure his dividend payment, multiply $.55 (rate) by 10 (per $1,000 of insurance) by 60 (months from October 1943 up to the same date in 1948). This equals $330, the dividend he will receive.

• Example "Baker" was 42 years old when he took out a $7,500 NSLI policy in October 1943, which he allowed to lapse in August 1945. His dividend will be $.49 by 7.5 by 22, which equals $80.85.

It is striking to note that younger policyholders are receiving back a major portion of the amount paid in as premiums. For a young person who took out NSLI at the age of 21—such as Seaman "Able" above – the return is approximately five-sixths, or $.55 out of each $.65 paid in as premiums per $1,000 of insurance.

NSLI first became available on 8 Oct 1940, and the maximum period of 96 months is the period from 8 Oct 1940 or later to the same date in 1948, covering eight full years. The Veterans Administration could make no estimates on the number of persons who would receive the maximum dividend payment of $528.

Contrary to widespread belief, the special dividend does not result from fewer war deaths. Under the law, the Government assumes liability for all claims traceable to the extra hazards of service in the armed forces.

The Veterans Administration points out that when the assets – built up from premium payments and other income – exceed present and potential obligations, the surplus becomes available for payment of dividends.

Normally, a mutual insurance plan such as NSLI makes an annual determination as to whether a surplus is available for dividends. "For a number of reasons," the VA announced, "including litigation which finally was resolved in favor of the Government by the Supreme Court, it has not heretofore been practicable to compute and pay a dividend."

WHAT'S IN A NAME



Boarding Pike

Throughout early naval history, an effective procedure in sea battles was to put a fighting force aboard the enemy vessel. As a result many weapons particularly suited to this type of fighting were developed. The boarding pike was one such instrument.

The boarding pike was a spear-like weapon and, as accounts of some historic battles relate, was especially useful in beating off enemy boarders.

One story from the War of 1812 tells how Capt. Samuel Reid who commanded the American privateer *General Armstrong* used boarding pikes—in defense of his ship against a vastly superior British force. The Americans in this battle inflicted losses on the enemy greater than in any other engagement of that war.

Reenlistments, Extensions Outnumber 1st Enlistments

Navy enlistments for August totaled 6,791, including all reenlistments and extensions along with new enlistments by both men and women. Navy strength at the end of the month stood at approximately 444,200, aside from Reservists not on active duty.

Enlistments in the Marine Corps came to 2,062 in August, with total Marine Corps strength at 85,700 at the end of the month.

Reenlistments and extensions in both the Navy and the Marine Corps far outnumbered new enlistments—by a ratio of approximately three to five in the Navy and by a smaller majority in the Marine Corps. Recruiting and numerical strength in both services were both somewhat lower in August than in the preceding month.

Services' Press Services Consolidated

Consolidation of the Navy Ships' Editorial Association and the Armed Forces Press Service has been completed in compliance with a directive from SecDefense Johnson.

Since March 1945, SEA had supplied Navy, Marine Corps, Naval Reserve and Marine Corps Reserve newspapers with a weekly news clipsheet (the *Clipper*), precut stencils, mats and such technical publications as the *Navy Editors' Manual* and the *Watch*.

Last issue of the *Clipper* was dated 15 Oct 1949.

At its wartime peak, SEA was supplying Navy news to more than 1,200 newspapers.

BuPers Circ. Ltr. 151-49 (NDB, 30 Sept 1949) announced the consolidation and canceled BuPers Circ. Ltr. 118-48 and 240-48, (AS & SL, July-December, 1948).

Under the consolidation, the Armed Forces Press Service from New York City will supply all service newspapers with weekly clipsheets, precut stencils, mats and technical critiques of periodicals when requested. Navy writers assigned to the AFPS staff will prepare material of interest to Navy, Marine Corps, Naval Reserve and Marine Corps Reserve newspapers.

The consolidated AFPS is a responsibility of the Chief, Armed Forces Information and Education Division, whose operating agent is the Commanding Officer, New York Branch Office, AFIE Division, Office of the Secretary of Defense.

All SEA-serviced newspapers, including Reserve periodicals, were automatically placed on the mailing list to receive AFPS material.

Commanding officers who were not receiving the SEA *Clipper* can obtain AFPS for their newspapers by forwarding a request to the Armed Forces Press Service, 641 Washington Street, New York 14, N. Y. The request should include information regarding the printing process utilized by the command: letterpress, offset or mimeograph.

One copy of each issue of newspapers receiving AFPS will be forwarded regularly to the New York Office of the Armed Forces Press Service.

Newspapers no longer will be forwarded to the Ships' Editorial Association of BuPers.

Armed Forces Day to Be Third Saturday in May

First "Armed Forces Day" will be 20 May 1950, in accordance with an announcement from the Department of Defense that the "unified" observance is to be held the third Saturday in May of every year.

Army, Navy and Air Force activities in the past have had separate "days," on 6 April, 27 October and 18 September respectively.

Last year, on 27 Oct 1948, the Navy held its 27th — and last — officially recognized Navy Day. The Air Force Day held last year was that service's first and last. From now on, all service branches are to hold their ceremonies on the same date.

There will be no Armed Forces Day or official Navy Day during the current year of 1949.

16,000 USNR Officers Will Get Promotions

Approximately 16,000 Naval Reserve lieutenants (junior grade) will be selected for promotion to lieutenant within the next several months.

Six Navy selection boards have convened to consider for promotion to lieutenant some 30,000 eligible Reserve officers of the general line, Supply Corps, Medical Corps, Dental Corps, Civil Engineer Corps and Chaplain Corps.

Those eligible for promotion to lieutenant include Reserve officers on inactive duty and those on active duty and paid from the appropriation "Naval Reserve."

This is the largest number of officers in one grade to be considered for promotion since the launching of the Naval Reserve program and it is expected that the selection boards will be in session several months. Information on the boards' recommendations will not be available before early next spring. At that time the district commandants will receive from the Chief of Naval Personnel lists of those officers selected. Selection is based on past records, with no written professional examinations or completions of correspondence courses required.

WAY BACK WHEN

Fighting Row Boats

Twenty-eight men in row boats capturing a 10-gun schooner having a crew of 116—that was one of the feats of the Revolutionary War that illustrates the dash and boldness of the budding U. S. Navy.



The incident took place on the Delaware River in February 1778 under the leadership of Captain John Barry, a true sea-dog who became one of the early American naval heroes.

In a dash past British forces, Captain Barry and 27 men in four row boats one night went down the Delaware River to Port Penn where there was a small detachment of American soldiers. Barry and his party got there just after day-break and found on the opposite side of the river four British transports accompanied by a large schooner, the *Alert*, which carried 10 guns.

Despite the fact the enemy was greatly superior and that it was broad daylight, Barry made a daring strike against *Alert*. Before the British could gather their wits about them, Barry's boats had reached the schooner and his men were clambering up her sides, cutlass in hand.

Yelling like madmen, cutting and slashing in wild fury, Barry and his men drove the British sailors below. Without delay Barry clapped on the hatches and in a jiffy was master of the craft. He carried his prisoners to Port Penn and delivered them to the garrison there.

Applications Desired from Candidates for 1950 LDO Program

Applications are now desired by BuPers from candidates for the 1950 limited duty officer program. Selections and appointments will be made only for the grade of ensign. Prospective candidates must notify their COs in writing of their intent to apply prior to 1 Dec 1949.

Two BuPers circular letters—147-49 and 149-49 (NDB, 15 Sept 1949)—are devoted to the 1950 LDO program and subsequent LDO programs. While interested persons should read these directives carefully, ALL HANDS gives here a summary of the new information and rules which they furnish.

To begin with, a new type of application form must now be used—NavPers Form 953A as revised. You or your personnel officer can obtain these from any form issuing office. This must be submitted on 1 Feb 1950 for the 1950 program.

A number of the eligibility requirements are new, or changed from those of previous years, as follows:

• Applicants must not have passed their 35th birthday as of 1 January on the year in which the appointment can first be made—as of 1 Jan 1950 in this case. There is this exception: In the case of an individual who is serving in a temporary commissioned grade of ensign or above or who has previously served in a temporary commissioned grade of lieutenant (junior grade) or above, the maximum age limit is raised to 38.

• Those applying after 1 July 1951 must have satisfactorily completed the general educational development test, high school level. This must be taken by all applicants and the results must be available in the applicant's record.

• If in an enlisted status, the candidate must have a clear record as defined by Naval Courts and Boards, 1947, for a period of two years preceding the date of the written examination.

• The applicant must be able to meet the physical standards for original appointment in the Navy for the corps to which appointed. Previously, this was required prior to appointment, for successful applicants in enlisted status. Those in officer status were required to take the physical examination for *promotion*. However, there is an exception. Those who were selected during the 1948 and 1949 programs and have delayed acceptance of their LDO appointments will be required to meet the physical standards for promotion at the time of acceptance.

• In the future, no person may apply more than twice for limited duty officer appointment. Applications submitted in the 1948 and 1949 programs won't be counted in determining eligibility under this provision. That is, applications submitted in the 1950 program will be considered the applicant's *first*, regardless of any he may have submitted in previous programs.

• No candidate is permitted to make application in more than one limited duty classification in a given year.

The procedure for furnishing sufficient information to selection boards is outlined in detail by BuPers Circ. Ltr. 147-49. In many cases, deviations from the prescribed procedure will be permitted for the 1950 program. These deviations and exceptions are given in BuPers Circ. Ltr. 149-49. Much of this procedure is administrative, and out of the hands of the candidate.

The portion that is of especial interest to the applicant or which requires action on his part is outlined here:

• After the 1950 program, candidates for LDO appointments must in most cases declare their intent by 1 July of the year preceding possible appointment. In regard to the 10-year service requirement, applicants are eligible to declare their intent on 1 July if they *will have met* their minimum service eligibility requirement by the following 1 January.

• The CO will closely observe the applicant for a period of five months. At the end of that time he will prepare a special observation report to be forwarded to the Navy Department accompanying his endorsement on the application. Special provisions



New System Tells Amount of Sea Water in Fresh H2O

Water tenders of the fleet will have little trouble in determining the amount of sea water in naval vessels' fresh water systems as a result of a new, simplified test method developed at the U. S. Naval Engineering Experiment Station, Annapolis, Md.

The test clearly shows the presence of chloride ion — which comes from sodium chloride (table salt) contained in sea water — in the fresh water distilled from sea water for ship use. If too much is present in the water system, corrosion and scale formation takes place inside the ships' boilers.

The present chemical analysis shows the presence of chloride ion when a subtle color change from yellow to orange-red takes place in the test solution, a change which inexperienced personnel sometimes find hard to distinguish. In the new method, the color change from yellow to blue-violet is very definite, the station reports.

Water tenders are required to keep a close watch on the presence of chloride ion, testing at 15-minute intervals on shipboard. Bureau of Ships officials estimate the new method will be in widespread use by November, after new instructions have been prepared and mailed out.

apply to the 1950 program where time will not permit the five months' close observation, and also where the candidate changes duty stations.

• At some time during the observation period, probably during the last two months, the applicant will be given a personal interview by a board of officers.

• At some time during the observation period — here, too, probably during the last two months — the candidate will be physically examined by duly authorized medical personnel. If he is found not physically qualified he may nevertheless take the written examination if he so desires. However, if the Bureau of Medicine and Surgery agrees with the findings of the local medical board, his appointment will be withheld if he is selected.

• On 15 Feb 1950 a written examination will be given throughout the service to all limited duty officer applicants. The examination will be of the objective type, composed, this time, of two parts — an intelligence test (officer qualification test type) and a test on military knowledge and naval administration (A-N type). For the 1952 program and thereafter, a third part is expected to be included. This will be a technical examination based on broad technical requirements of the limited duty classification requested by the applicant. After the 1950 program, examinations will be given on 11 December of the year preceding possible appointment, or on another date set by the Bureau.



"I see you've been in hot water again."

BuPers Circ. Ltr. 147-49 includes a chart of LDO titles, classifications, technical fields and the normal paths of advancement from enlisted rates to LDO commissions. An identical chart can be found in ALL HANDS, August 1948, pp. 48 and 49.

Besides studying the two letters mentioned here, persons interested in obtaining an LDO commission should read the information about LDO appointments given on the pages of ALL HANDS mentioned above, and also in the November 1948 issue, pp. 46 and 47.

HOW DID IT START

Clocks

Predecessors of the modern time-keeping instruments that are so essential to navigation go back to the earliest times.

The sun-dial was probably the father of all time pieces. The Alexandrians and the Chinese invented various other devices. Most notable was the clepsydra, or water clock, which kept going by a flow of water.

Wheel driven clocks were a later invention and the earliest we know were made in the latter part of the 10th century. By that time clocks with wheels driven by weight were to be found in the wealthier monasteries and churches. St. Paul's in London had a clock in 1286 A.D.

Mechanical clocks were not sold to the ordinary citizen until the end of the 14th century and those early clocks were mighty crude instruments by today's standards.

Chronometers for ships were not designed with sufficient accuracy for determining longitude until the compensated spring was invented shortly before the 16th century.



Clarification of Rules Covering Uniforms for Fleet Reservists Made

For the benefit of Fleet Reservists who may be confused as to what uniform they should have in readiness for possible return to active duty, here is a clarification of existing regulations.

Many Fleet Reservists who held temporary appointments to commissioned grade before transferring to the Fleet Reserve have written of their perplexity to ALL HANDS as to whether they will be ordered to active duty — if such should occur — in enlisted or officer grade.

In a nutshell, here's the situation:

• If you were in the Fleet Reserve, were then recalled to active duty and eventually appointed to temporary commissioned grade, you go back into the Fleet Reserve at the highest rank held. Therefore, you should keep your officer's uniform ready.

• But if you made commissioned grade on a temporary appointment without ever having served in the Fleet Reserve, you will revert to enlisted status upon transfer to the Fleet Reserve and will remain in enlisted status until your retirement. Therefore, you should have your enlisted uniform — the CPO uniform, unless you made temporary grade without going through CPO — ready for possible recall to active duty until you retire from the Fleet Reserve. All of which leads to the point that when you do retire from the Fleet Reserve, you may assume the highest rank held — and therefore must keep the appropriate officer's uniform in readiness.

Much of the confusion arises from the fact that many personnel of this second group hold orders transferring them to the Fleet Reserve which, in the present interpretation of Public Law 305 of the 79th Congress, are incorrectly worded. However, at the time the orders were prepared, this interpretation of the law had not been made.

Paragraph 8 of these orders reads: "Upon your release from active duty, your temporary status will terminate. Under recent legislation, you are eligible to be advanced to the highest grade in which, as determined by the Secretary of the Navy, you served satisfactorily under a temporary appoint-

ment. Upon being placed on the retired list, you will become entitled to all the benefits of such rank provided by legislation. Until such time you are authorized to assume the title and wear the uniform of a (highest grade satisfactorily held) when appropriate in accordance with Naval Uniform Regulations."

Although this wording is correct as pertaining to the orders of personnel who had served in Fleet Reserve before returning to active duty, it is not correct in the orders of personnel who had no previous service in the Fleet Reserve. The distinction was not made until after many orders had been issued over a period of several months following the war.

Instead their orders should read: "Upon your release from active duty, your temporary status will terminate. Under existing statutes, you are eligible upon retirement to be advanced to the highest grade in which, as determined by the Secretary of the Navy, you served satisfactorily under a temporary appointment on or prior to 30 June 1946. Upon being placed on the retired list you will become entitled to all the benefits of such rank provided by the legislation."

Some Fleet Reservists have addressed inquiries to the Bureau of Naval Personnel in regard to this and have received official correspondence pointing out their orders are in error and correcting them. However, Bu-Pers does not feel an official correction is necessary as long as the personnel understand their status and are prepared to be called back to active duty as such.

The distinction between personnel with previous Fleet Reserve service and those with none was made on the basis of an interpretation of Section 10(a) of Public Law 305, 79th Congress, which reads: "Upon the termination of their temporary status such personnel on the active list of the Regular Navy and Marine Corps shall assume their permanent status and those of the retired list and of the respective Reserve Components, including the Fleet Reserve and Fleet Marine Corps Reserve, shall have, when returned to an inactive status, the highest grade and rank in which, as determined by the Secretary of the Navy, they served satisfactorily under a temporary appointment."

The phrase ". . . including the Fleet Reserve and the Fleet Marine Corps Reserve . . ." makes it possible for personnel with prior Fleet Reserve service to retain their highest rank satisfactorily held — but, you will notice, there is no mention of the others who received temporary appointments. Therefore, they are excluded from the provisions of this law and must wait until they are placed on the retired list before assuming that rank and gaining its privileges.

Woodworth and Kyne Help Celebrate Defenders Day

Two U. S. Navy ships, the destroyer USS *Woodworth* (DD 460) and the destroyer escort USS *Kyne* (DE 744), helped the state of Maryland observe Defenders Day, commemorating the defense of Baltimore and the writing of the Star Spangled Banner, by staging a mock attack on Fort McHenry.

It was during just such an attack on the fort 135 years ago that Francis Scott Key, an American hostage aboard one of the bombarding British warships, wrote the immortal words to our National Anthem.

The modern version of the "enemy ships" were manned by Naval Reserve sailors who had set sail on their annual cruise from Brooklyn, N. Y., for the "attack."

Panther, 600-mph Jet Fighter, Joins Fleet

Ten 600-miles-per-hour *Panthers*, F9F Grumman jet aircraft, officially became part of the Pacific Fleet when they made the first *Panther* landings on USS *Boxer* (CV 21) off the California coast.

The planes are attached to Fighter Squadron 51. The pilots claim the *Panther* will surpass previous records set by the FJ1, *Fury* jet aircraft. Capable of hitting speeds of around 600-miles-per-hour, the *Panther* has an estimated range of 1,500 miles.

The planes made their initial landing on the aircraft carrier for the purpose of qualifying 19 pilots of VF-51 in carrier operations with the speedy jets. Each pilot will make a minimum of eight carrier landings.

JOs at FHTNC Keep Sharp On Regular News Beats During Personnel Shortages

Journalists assigned to the Fleet Home Town News Center at Great Lakes, Ill., are now being assigned regular news beats so that they can keep in trim as naval correspondents.

During their tours of duty at the News Center, many journalists have been required by personnel shortages to perform duties not usually connected with the journalist rate. Some have worked as addressograph machine operators and others as mail clerks — in tasks where news reporting ability might grow rusty. To offset this, most of the FHTNC men are assigned reporting duties which occupy a few hours each week. Some of the beats cover the various platoons in recruit training. Others cover the schools of the Service School Command, the athletic teams, the Marine Guard, the station band, the fire fighters.

The journalists edit their own copy, develop and print their own pictures, and do everything else expected of the correspondent in the field. The News Center's work does not overlap with that of the Training Center's own public information office.

Interview Recording Section Moved to Great Lakes, Ill.

Home Town News Recording Section, formerly in the Office of Public Relations, Navy Department, Washington, D. C., has been moved to Great Lakes, Ill., and will become part of the Fleet Home Town News Center.

Formerly part of the radio and television section of the Office of Public Relations, the recording section processes wire-recording of interviews with naval personnel into records for distribution to home town radio stations.

Jack J. Carlson, EMC, USN, who was in charge of the section at Washington, is supervising the installation of equipment at Great Lakes and will also direct it when it is completed.

Wire-recording interviews are submitted by field correspondents, checked and edited by the recording section staff, and then reproduced on unbreakable aluminum records for local distribution by Navy recruiters.

Requirements for Promotion Revised

Types of sea duty or foreign service required for promotion of certain officers to grades above lieutenant have been revised by BuPers Circ. Ltr. 144-49 (NDB, 15 Sept 1949).

At least two years of sea duty or foreign service are necessary for promotion to lieutenant commander and above for all Regular Navy line officers except those with engineering, aeronautical engineering or special duty designations. This requirement was established by the Officer Personnel Act of 1947.

Here are the types of sea duty and foreign service counting for promotion purposes, as revised in the directive:

- Service on ships and units of the active fleet, naval district vessels and service craft, and Reserve Fleet duty.
- Duty in fleet patrol reconnaissance and utility air squadrons, in fleet amphibious warfare units, in fleet training units, in fleet operating development force commands, in fleet administrative commands, and in seagoing units operating directly under the Chief of Naval Operations.
- While attached to any operating squadron or unit engaged in air logistic support to the fleet or engaged in regular air transport service.
- All duty performed outside the continental United States. (Alaska, the Hawaiian Islands, the Canal Zone and all bases leased from other governments are included in this category.)
- As designated by the Chief of Naval Personnel, duty performed while attached to any unit operating directly under the Chief of Naval Operations or any bureau or office of the Navy Department, consisting of frequent but not continuous service at sea or outside the continental United States.
- As designated by the Chief of Naval Personnel, duty while attached to any unit or organization established for special operational missions and requiring frequent but not continuous service on foreign shore assignment, or in vessels and aircraft of the armed forces.

The directive points out that none of its provisions pertain to evaluating sea and foreign service for pay purposes.

Officers eligible for promotion but without having completed the necessary sea and foreign service requirements will not be promoted until after those prerequisites are met.

"In making duty assignments to officers," the directive says, "BuPers will endeavor to give consideration to their promotional status. Each officer, however, should take it upon himself to request appropriate assignment when it becomes apparent that he is not completing sufficient sea or foreign service for promotion."



"If you want him to do anything, I'll tell him."

12 Enlisted Waves Assigned To Overseas Duty in London

Twelve enlisted women, the first Regular Navy Waves to be assigned to overseas billets in peacetime, sailed for London, England.

The Waves were selected from a list of applicants from stations all over the U. S. and are only the first of their sex to fill similar billets in other parts of the world.

BuPers is now studying plans for assigning other small contingents of Wave officers and enlisted women to duty in Hawaii and Alaska. Personnel will be selected from the BuPers eligibility list (see ALL HANDS, July 1949, p. 46).

Enlisted women desiring overseas billets may address their requests to the Chief of Naval Personnel (Attn: Pers-6301). Eligibility requirements for overseas billets are outlined in BuPers Circ. Ltr. 80-49 (NDB, 15 May 1949).

Printer's Schools Open To Qualified Personnel; One on Each Coast

Two class A schools for printers have been established by the Navy.

The Naval School, Printers, Class A, for East Coast and Atlantic Fleet personnel is located at the Service Schools, Naval Receiving Station, Norfolk, Va. A similar school is located on the West Coast at the Naval Station, Treasure Island, San Francisco, Calif.

Commander Service Force, Pacific Fleet and Commander Service Force, Atlantic Fleet have each been assigned a quota of 10 trainees for each class of the school located in their areas. Each course will be eight weeks in length.

During the course of instruction students will cover the fundamentals of printing processes, hand composition and proofing, imposition and lockup, the printing presses and bindery operation.

Ratings eligible for the school are PI3, PISN, and selected SN and SA. Entrance qualifications are a combined GCT and Arithmetic score of 105. Experience in either linotype or intertype operation is desirable. Candidates must express a desire to attend the school.

Requests from qualified personnel to be assigned to the appropriate school should be submitted to the proper Service Force commander, via the chain of command.

Armed Forces Consolidate Hawaiian Fire Departments

Fire departments of the Navy, Army and Air Force in the Hawaiian Area have consolidated forces.

The move will represent an estimated savings of $213,000 a year to the Pacific Command.

The move will also allow greater co-operative assistance between the military fire departments and the local fire fighters in the area. In making the announcement of the consolidation, Admiral Arthur W. Radford, USN, CincPac, stressed the importance of the armed forces being ready, willing and able to come to the aid of any civilian community in case of any emergency.

12,061 Take Navy-Wide Advancement to CPO Examinations

A total of 12,061 first class petty officers of all ratings took the last Navy-wide CPO examinations

Statistics showing the over-all percentage of personnel passing the examinations and other pertinent information were announced shortly after BuPers set the date for the next examination for advancement to pay grade 1A as 1 Dec 1949. (See *All Hands*, August 1949, p. 43)

Each of the previously administered CPO examinations was composed of two basic parts; one part concerning the military duties of the rating and the other with the professional duties of the rating.

Seventy-five per cent (or 9,035) of the petty officers tested passed the part of their examination dealing with military subjects. Forty-seven per cent (or 5,628) made a passing score on the professional part of their examination.

Thirty-five per cent (or 4,241) first class POs passed both the military and professional parts of their examination.

Nine per cent (or 1,041) of the total personnel who took the examination were authorized by BuPers to be advanced in rating to CPOA.

Other interesting statistics were released on the total naval service and service in pay grade 2 of those personnel who passed and those who failed their examinations.

Those personnel who passed the examination had an average of 7.96 years of naval service and an average of 4.21 years service in pay grade 2.

Personnel failing the examination had an average of 7.85 years of naval service and an average of 4.07 years service in pay grade 2.

The over-all average naval service of all personnel who took the examinations was 7.80 years.

Radarmen compiled the best average of successful candidates both in passing their examination and being advanced to CPOA. Eighty-six per cent of all the RD1s taking the exam passed it, all being advanced to RDCA. Coming in second were the sonarmen, with an average of 85 per cent of the SO1s passing the exam and all being advanced to SOCA.

Seven per cent of the 70 aviation storekeepers and 13 per cent of the 310 yeomen taking the examination made a passing score.

In those ratings in which more than five persons were examined, the smallest percentage of personnel passing the military test was stewards. An average of 22 per cent of the SD1s passed the military part of the exam. Also having a low percentage of successful candidates taking this section of the exam were the mechanics (CMs) with 50 per cent successful and the commissarymen, 50 per cent of whom passed this section of the examination.

No compiled information is available on just what section of the military examination gave personnel the most trouble as the tests were graded electrically by IBM machines.

Opticalmen had the most difficulty with their professional examination. Nine per cent of the OM1s passed this section of their test. Fourteen per cent of the pipefitters (FPs) passed the professional part of their exam and 19 per cent of the boatswain's mates made a passing mark professionally.

Of all ratings examined, the one with the highest amount of both naval service and time in pay grade 2 was the musicians. The average naval service of the MU1s taking the exam was 11.6 years. Their average service in pay grade 2 was 6.0 years.

Rating having the least average amount of naval service (of those ratings in which over five persons were examined) were the drivers. Average total naval service of the CD1s taking the exam was 6.62 years; their average service in pay grade 2 was 3.75 years.

Mechanics (CMs) had, on the average, the least amount of service in pay grade 2 of any rating examined for CPO. The CM1s averaged 3.4 years in pay grade 2.

QUIZ ANSWERS

Quiz Aweigh is on page 41

1. (a) Theodolite.
2. (c) Sights on weather balloons. See ALL HANDS, June 1949, p. 2.
3. (c) *Salem*. See ALL HANDS, July 1949, p. 4; August 1949, p. 6.
4. (a) 8-inch 55 caliber.
5. (b) AD-1 *Skyraider*. See ALL HANDS, July 1949, p. 15.
6. (c) *Helldiver*.

'Copter Puts Dunked Pilot Back Aboard in 4 Minutes

When Lieutenant Commander C. E. Smith, USN, took off in his single-engine plane from the flight deck of USS *Midway* (CVB 41), the engine quit and the plane nosed downward into the sea.

Four minutes after his plane splashed in the "drink," Lieutenant Commander Smith was back on the flight deck of the carrier.

In one of the fastest air-sea rescues on record, a helicopter from *Midway* swooped down, plucked the flier out of the ocean and set him back on board the carrier. Lieutenant Commander Smith was uninjured except for slight cuts on his head.

During air operations at sea *Midway* keeps a helicopter aloft in case a plane crashes. In the case of Lieutenant Commander Smith's crash the 'copter was hovering over his downed plane before he had a chance to inflate his life jacket. He



grabbed a dangling line from the helicopter and hoisted himself on board.

Use of helicopters for air-sea rescues has greatly speeded up the rescue time of downed aviators and released escort vessels that formerly were assigned this detail for other duty.

Expenses of Attending Drills Away from Home Deductible from Income

Expenses for travel, meals and lodging of Organized Naval Reservists while away from home to attend authorized drills are deductible from gross income for federal income tax purposes, a new ruling by the Commissioner of Internal Revenue states.

The judgement was made in response to a letter from the Bureau of Supplies and Accounts which pointed out that members of the Organized Naval Reserve do not receive compensation for travel, meals and housing under such circumstances, and that tax deduction of these expenses would be of considerable help.

Some Organized Reservists pay substantial amounts to cover these expenses, particularly members of aviation units who generally travel farther to perform training duties than do members of surface or submarine units. One example cited in BuSandA's letter pointed out that an Organized Air Reserve member from Richmond, Va., would have to travel from his home city to the District of Columbia for training, running up travel, meals and housing expenses of about $21 per month. In a year's time he would net approximately $250 less than another Organized Air Reservist living within short distance of the training site.



"I recommend a throat swabbing."

Prior to 1 Jan 1949, all compensation for active service below the rank of commissioned officer and up to $1,500 of the active service pay of a commissioned officer was entirely excluded from gross income, with drill pay being considered as active service pay.

For the calendar year 1949, however, compensation for authorized drill as a member of the Organized Reserve does constitute gross income and must be reported on federal income tax returns — with the result, BuSandA pointed out in its letter to the Commissioner of Internal Revenue, that many letters are being received inquiring whether travel, lodging and meals expenses are deductible from federal income tax returns. Under provisions of the Internal Revenue Code, and other guides, BuSandA noted, federal employees of classes similar to Organized Naval Reservists could claim tax exemptions on these expenses.

The favorable ruling by the Commissioner of Internal Revenue stated that an Organized Naval Reservist who is "required to travel away from his principal post of duty and remain away over night in order to attend authorized drills for which he receives compensation is entitled to deduct his traveling expenses, including the entire amount expended for meals and lodging while away from home on such activity. Under such circumstances he may take his traveling expenses into consideration in arriving at adjusted gross income."

Thus, in order to be eligible to deduct travel expenses from gross income for purposes of federal income tax, you must fulfill these requirements:

- Be a member of an Organized Naval Reserve unit.
- Be required to remain away from home overnight in order to attend authorized drills.
- Receive pay for the drill.
- Keep an accurate, detailed record of deductible expenses for attachment to your Federal income tax return.

The ruling does not cover personnel who are merely associated with Organized Naval Reserve units, since they do not receive drill pay, nor does it cover Volunteer Reservists, Merchant Marine Reservists or Fleet Reservists.



Sailor Comes in on Dungarees and a Prayer

There's one Navy sailor who'll take literally that song about "coming in on a wing and a prayer" the next time he hears it. He rode out *his* big crisis on a pair of *dungaree pants* and a prayer—and didn't even lose his shoes during his unenviable solo voyage.

This adventure began when the sailor—William J. Toles, FA, USN—fell overboard from the aircraft carrier USS *Coral Sea* at four o'clock in the morning. Finding himself alone in the broad Mediterranean, Toles thought he might as well relax until someone came along to give him a lift. He removed his dungaree trousers, tied knots in the legs and inflated the garment. The resulting life preserver kept him afloat comfortably until 1500 that day, when he was sighted by an American Export Lines freighter.

Toles credits his survival through 11 hours of solo floating, and his rescue, to several things—training as a Boy Scout and a seaman recruit, his blue denim pants, a change in the freighter's course, and to the prayers he said during his solitary saturation period. For his relative comfort during his long wet wait, he gives credit in part to his trusty oxfords. "I kept my lowcuts on so that the fish wouldn't nibble me," he said, "and they kept my feet from freezing and didn't weigh me down at all."

Rated Stewards to Be POs, Wear Regular EM Uniforms Beginning 1 Jan 1950

Beginning 1 Jan 1950, stewards first, second and third class will be considered petty officers of their appropriate pay grade.

A directive announces that effective 1 Jan 1950 stewards will wear the same uniform as other first, second and third class petty officers.

Petty officers of the steward's branch will be accorded the prerogatives of their status as prescribed by U. S. Navy Regulations and BuPers Manual, states BuPers Circ. Ltr. 141-49 (NDB, 31 Aug 1949). They will take precedence immediately after dental technicians first, second and third class, respectively.

Detailed information concerning the uniform change for stewards will be published by BuPers at a later date. In the meantime, the Bureau has requested that commanding officers advise stewards, first, second and third class, under their command of the prospective change in order that they may anticipate their needs in regard to uniforms.

Navy Personnel, Civilians Tops in Purchase of Bonds

The Navy is tops among federal departments and agencies when it comes to purchasing savings bonds through the payroll savings plan.

This was made known at the conclusion of the recent savings bond Opportunity Drive when the Department of the Navy was presented with U. S. Treasury's Distinguished Service Award "for leadership in building security for the people and the nation through U. S. Savings Bonds."

Of the total amount invested by federal employees in bonds, Navy military and civilian personnel accounted for 35 per cent. Over 193,000 military personnel are purchasing bonds through the military allotment plan while an additional 29,000 Marines are doing the same.

In August 1949, 64.1 per cent of the Navy's civilian employees were buying bonds, leading their nearest competitors, the Treasury Department, by 2.4 per cent.



A Not-So-Simple Case of Mistaken Identity

A Naval Reserve applicant in San Francisco, Calif., threw Navy, local, state and federal authorities into a frenzy of action.

As a routine check, names of all Naval Reserve applicants are sent to the Police Department for clearance. An attached note came back with one of them which stated: "This man is in San Quentin."

Eyebrows arched, wires buzzed, and a hurried call was put through to Warden Clinton Duffy. The Warden verified the story—the man was in San Quentin, and had been since 1946 when he was sentenced on a charge of murder.

A little more than puzzled, Navy officials sent a second call out to the telephone number listed on the application. Sure enough, the right man answered the phone — adding to the confusion.

Further investigation by the authorities turned up an amazing coincidence — both the Naval Reserve applicant and the San Quentin inmate had exactly the same full name and birth date.

Wives of Armed Forces Personnel Aid Newcomers

Hundreds of servicemen's wives in the Washington, D. C., area are now acting as counsellors for new families moving into their negihborhood. All volunteer workers, the wives are part of the newly-formed Armed Forces Hostess Association.

In the past there has been an Army Hostess Association for the same purpose in Washington but it has expanded and changed its name to include wives of personnel in all branches of the armed forces.

In assisting new families in the area, the wives use a telephone network to keep the main office advised on any important developments that will aid the new arrivals. The main office is located in room 3A486 of the Pentagon. Two hostesses are on duty each week-day from 0900 to 1600 and can be contacted by calling REpublic 6700, extension 73180.

About the only thing the association does not concern itself with is housing. The housing office is right next door to the association headquarters and can be reached by calling REpublic 6700, extension 74115.

Not only do the wives try to make the new arrivals feel "at home" in Washington, but they also perform such little services as helping find baby sitters, acquaint new wives with the city, explain the transportation facilities and even explain the best point-to-point route for inter-city auto traffic. A complete list of shops, stores, theater and entertainment activities are on file in the central office at all times.

Permanent Jet Squadrons Assigned to Alameda

The Naval Air Station, Alameda, Calif., is scheduled to get permanently assigned carrier jet squadrons in June 1950.

Thirty-four F9F *Panthers* are due at Alameda in December to replace conventional fighter aircraft now in use.

Officers and enlisted personnel at the station are now undergoing training in jet overhaul and maintenance. Civilian employees of the station have been receiving indoctrination in jets since early last year, when Alameda was designated West Coast jet overhaul base for the Navy.

Record Set (Reluctantly) in Bail-Out from Berserk Banshee

First man to test the shearing blast of a 600-mile-an-hour "wind" is a Navy aviator who, to the applause of the aviation world, is still around to tell about it.

It's quite a story, especially for a man who had just spent two years in a ho-hum job in Washington.

Flying in a murky overcast at 40,000 feet near Cherry Point, N.C., Lieutenant Jack Fruin, USN, was having huge enjoyment out of putting his twin-jet *Banshee* fighter through paces as only a *Banshee* can be put. Then all of a sudden the plane had found a mind of its own and, very much on its own, was flying itself. Mighty poor job of it, too. At about the time the lieutenant discovered the stick and rudder were dead as a garden hose, the *Banshee* flopped over into a steep spiral dive, going hell-bent as if it wouldn't stop until reaching there.

Since this was now no place for a man used to twirling around in an armchair, Lieutenant Fruin decided without further ado to abandon ship. A few thousand feet went by while he was making the decision. By the time he was ready to pull a protective curtain over his face, two miles of rarified but highly desirable altitude had slipped past the canopy, and the *Banshee* was now screaming as to justify its name in Irish folklore more than somewhat.

A glance at the instruments was most revealing. Altimeter: 30,000 feet, under a rapidly swinging needle. Airspeed: above 600 miles an hour, and going up. At this speed of 10 miles per minute (although we should not expect the lieutenant to have figured it out at this time), the plane and the ground were due for a rendezvous in about 35 seconds, roughly figured.

Now at this point, it might be well to leave Lieutenant Fruin right there while we discuss the relative merits of escape and man's limited knowledge of such things. Item one is that no man, in the 6,000 or so years of man's history, had ever met up with a wind blast of 600 miles an hour. As for the Navy's experiments a few years ago at Langley Field, Va., the two enlisted men who volunteered to look into the teeth of a 450-mile-an-hour gale, as manufactured in a wind tunnel, soon found they would rather look down the throat of a shark, figuring it to have fewer teeth.

Item two is that while these two could un-volunteer at 450 miles an hour, Lieutenant Fruin found that he was nominated to try 600 miles an hour with no ifs, ands or even a but. Unless . . .

So he pulled the curtain, which is also a trigger. Somewhere beneath the seat, a couple of shotgun shells (blanks) went off, and for a moment a force of about 20 Gs was applied to the bottom of his pants, lifting both the pilot and his seat right out slick as a whistle.

Normally, you would expect that at this point Lieutenant Fruin would utter some immortal words which would ring on down through the aeons of history yet to come, but the Navy press release which announced this escapade to the world in the characteristic aplomb of officialdom, was unimaginatively devoid of such mention. Perhaps it might have been a simple, "Oooof!" At any rate, the pilot probably found the rushing air about as soft as a hobnailed oak plank, or possibly a slab of granite.

After the *Banshee* had hurtled underneath and past, and his seat had stopped hurtling upward as if to make up for the lost altitude, Lieutenant Fruin detached himself from the seat, leaving it to find its own way homeward, and pulled his parachute cord. This, too, seemed to be in working order.

Lieutenant Fruin — blond hair, blue eyes, chubby cheeks and all — looks to be about the unlikeliest person in the world for such a thing to happen to.

Dry-Land Submarine Trains Under Realistic Conditions

Five enemy warships in battle formation were clearly visible through the periscope sight. Immediately "battle stations" sounded throughout the submarine as sailors rushed to their stations. A wartime situation? No, just part of the training aboard the Navy's latest "dry-land" warship.

The submarine attack teacher, complete in every detail, at Mare Island, Calif., Naval Shipyard will be used to train submarine men of the Navy.

Completely housed in a two-story building, the submarine attack teacher can permit intensified training no matter what the weather outside is like.

When the periscope is up, it's on the level with a platform resembling the sea's surface. On the "sea" are enemy ships, remotely controlled by electricity. Five of these ships can be operated individually at the same time. Any and all maneuvers of an actual battle can be conducted in the trainer and a flick of a switch can make the sub either an old or new-type vessel.

All the normal operating controls, gauges, instruments, firing mechanisms and radar equipment are part of the installation.

Approximate cost of the trainer was set at $1,000,000 and it has been under construction for three years. It is estimated that the project will pay for itself in a matter of months when compared to the cost of training personnel under the same conditions at sea.

This is the second project of this type now in use in the U. S. The other is located at U. S. Naval Submarine School, New London, Conn.

For the present, the Mare Island installation will be used to train Naval Reservists and personnel of submarines that are undergoing overhaul in West Coast ports.

Navy Band Tours Dixie, Visits 29 Cities

The Navy Band has completed a month-long tour of 12 southern states. The band, which periodically gives concerts in various sectors of the U.S., visited 29 cities in the South, traveling as far west as New Orleans, La.

Currently the Navy Band broadcasts every Saturday morning on a coast-to-coast radio network program, "The Navy Hour."

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 89 — Authorizes the early discharge of certain enlisted personnel.

No. 90 — Cancels Alnav 82; continues Alnav 70 in effect through 1 Oct 1949.

No. 91 — Pertains to establishment of Military Sea Transportation Service.

No. 92 — Puts into effect Marine Corps Manual 1949 (revised).

No. 93 — Cancels Alnavs 167-47, 188-47 and 64-49.

BuPers Circular Letters

No. 144 — Outlines sea or foreign duty service requirements for promotion of officers.

No. 145 — Invites attention to erroneous forwarding of personnel diaries with reference to the Navy Personnel Accounting System.

No. 146 — Lists presidential approval of officers recommended for promotion to grades contained therein.

No. 147 — Contains additional information for limited duty officers.

No. 148 — Concerns factors governing the reversion of temporary officers to permanent status.

No. 149 — Requests applications from candidates for the 1950 limited duty officer program.

No. 150 — Contains instructions for administration of Air Force officers serving with the Navy.

No. 151 — Announcing consolidation of armed forces news services.

No. 152 — Requests applications for photographic interpretation and photogrammetry courses.

No. 153 — Directs commands to report the end of three-year duty tours of enlisted women.

No. 154 — Promotion of officers of the Navy and Naval Reserve on active duty.

No. 155 — Calls attention to items bearing false impressions of U. S. currency.

No. 156 — Describes extension of auto permits by state of New York.

No. 157 — Requests commanding officers to request only as many state bonus forms as they need.

MarCor Air Reservists To Compete for Trophy

A trophy is to be awarded each year to the two best squadrons in the Marine Corps Air Reserve — one in the air, the other on the ground.

The trophy, a large silver one that stands nearly two feet high and is mounted on a mahogany base, will be presented annually to the best fighter squadron in the air and the best Ground Control Intercept squadron on the ground.

The trophy was donated by Mr. Herman H. Ridder, a Marine Reserve flier in World War II who is now publisher of the St. Paul (Minn.) *Dispatch* and *Pioneer Press*.

Competition based on a point system to determine the two most efficient squadrons for 1950 began in July. Each winning squadron will retain the trophy for five months. Each will also get a special miniature trophy for permanent possession.

Legislation Affecting Naval Personnel

In addition to passing H.R. 5007, the uniformed services pay bill, Congress also acted on other bills of interest to the naval establishment.

Pay Advances—H.R. 4050: passed by Congress and cleared for the President; to authorize advances in pay to personnel of the armed services upon permanent change of station.

Hospital Transfer—S. 2588: Introduced; to provide for the transfer of the Corona Naval Hospital at Corona, Calif., to the Veterans Administration and for the operation and maintenance of such hospital as a hospital facility for veterans.

Terminal Leave Pay — H.R. 540: Reported by Senate; to provide terminal leave pay for certain officers of the United States Navy and Marine Corps.

Newfoundland Memorial — H. J. Resolution 230: Reported by Senate; authorizing the Secretary of the Navy to construct and the President of the United States to present to the people of St. Lawrence, Newfoundland, on behalf of the people of the United States, a hospital or dispensary for heroic services to the officers and men of the U. S. Navy.

Administration Study—H.R. 6170: Introduced; to create a commission to make a study of the administration of overseas activities of the government and to make recommendations to Congress.

Housing Aid — S. 2530: Introduced; to amend previous law so as to authorize the construction of single or duplex-type family quarters when, as determined by the Secretary of the Navy, such construction can be accomplished at a lower cost per set of family quarters than the pro rata cost of one set of family quarters constructed of the multiple or apartment type.

BuOrd Employs Disabled Vets, Finds It Pays Dividends

High on the list of federal bureaus and agencies that hire disabled veterans is the Bureau of Ordnance and its field activities. Approximately 3,100 physically handicapped personnel who served in the Army, Navy and Air Force are on BuOrd's payroll in all parts of the country.

In commenting on the excellent work done by government and industry in employing disabled veterans, Rear Admiral Albert G. Noble, USN, Chief of the Bureau of Ordnance, said, "This program is not a one-way street. The utilization of handicapped workers at our ordnance establishments has paid off handsomely. The workers have been hired for jobs they can perform, they do good work and appreciate the opportunity afforded them. Because of their courage and sincere efforts to do a job without special consideration, they have won the respect of all with whom they have come in contact and have inspired their fellow workers."

A survey disclosed that 127,000 disabled veterans are employed by government bureaus and agencies all over the U. S. In some BuOrd stations these workers comprise as much as 18 per cent of the civilian personnel.

BOOKS: NAVY LIBRARIES GET THE BEST NEW BOOKS

THE FLOW of new books from the nation's best publishers to Navy ship and station libraries continues. Here are some of those which are arriving now at reading rooms ashore and afloat, having been reviewed and purchased by BuPers.

• *The Freeholder,* by Joe David Brown; William Morrow and Company.

To Horatio Tench, the noblest poem ever written was the Preamble to the American Constitution. He had first heard it from the lips of a stranger on the Docks of Yarmouth, England. He'd been an apprentice then to Tompkins, the bullying ropemaker. Now, in the South Carolina of 1820, he still was far from free. But freedom would come — and with it, perhaps, the right to win openly the black-haired Clover, daughter of General Jameson.

It's the story of a full and stormy life, by the author of *Stars in My Crown.*

★ ★ ★

• *Spending For Happiness,* by Elsie Stapleton; Prentice-Hall, Incorporated.

Here is a valuable book for almost anybody — at least, for anybody who is married or intends to get married some day. A list of some of the chapter headings will give a hint of the volume's contents, as well as of its general tone:

Blueprint for Happiness, Where Does the Money Go, The Cost of Giving, Your Matri-Money, Budgets and In-Laws. (Unfortunately, there is no chapter headed "The Economical 72-Hour Liberty.")

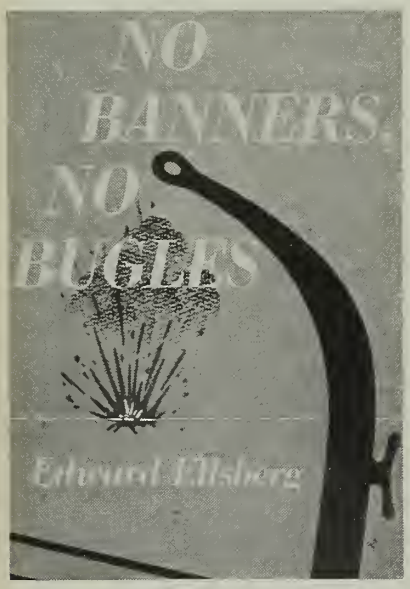
The book is as readable as the semi-weekly sugar report from your home town — maybe more so. Lots of charts and sample budgets.

★ ★ ★

• *No Banners, No Bugles,* by Edward Ellsberg; Dodd, Mead and Company.

No Banners, No Bugles is the story of a little band of men in peril and distress, fighting against dismaying odds. As its title would indicate, it's not the story of men earning glory out in the wild blue yonder, led by banners and encouraged by bugles. It's the story of men who struggled and floundered in mud, blood, darkness and torn steel to keep ships afloat to work and fight, to keep harbors cleared and open to allied invading troops.

Captain Ellsberg and his books about divers, diving and salvage are widely known among Navy readers. While this book is devoted less to undersea work than are some of the others, all the drama and heartbreaking labor of salvage is present. It brings to pulsing life a thankless job, now finished, which received little acclaim while it was going on.



SALVAGE in blood and darkness is a great and tense story by Edward Ellsberg in *No Banners, No Bugles.*

★ ★ ★

• *Fraternally Yours,* by Henry Von Rhau; Houghton Mifflin Company.

Big Sol Wexler stood upon a rooftop in the lower east side of New York City, watching his beloved pigeons circle about in the air. With him were his bosom friends Maybe Epstein and Charlie Brazil, and Brother Epstein would soon be there with beer.

Then, states *Fraternally Yours,* "The door opened. A man stepped out upon the roof. It was Rocco Progato, a pigeon fancier from Suffolk Street. 'Cut that talk,' said Rocco Progato. 'It is my bird.'" (In a moment)" . . . Rocco Progato's kneejoint hit the wall for a perfect back spill of six stories into the street . . ."

This novel is terse, tough and very funny. In spots it is tense and even tragic. You'll enjoy it if, like most men and many women, you enjoy the kind of stories Damon Runyon used to write.

★ ★ ★

• *Global Mission,* by H. H. Arnold, General of the Air Force; Harper and Brothers.

This is "Hap" Arnold's own story. It begins with his boyhood in Montgomery County, Pa., and carries through to his retirement at the end of World War II. It tells about the earliest pioneers of flight, the air lessons of World War I, and many other milestones on the road to American air power.

In an even more gripping way, the book takes the reader behind the scenes in World War II — in all theaters of action and at many levels of military and political rank. Through its pages walk many of the great figures of our time and also many lesser figures just as interesting. Incidents range from meetings of the awe-inspiring Combined Chiefs of Staff to a description of Joseph Stalin's private bottle.

Included are more than 30 illustrations — photographs of persons, places and things associated with two world wars.

★ ★ ★

• *The Way West,* by A. B. Guthrie, Jr.; William Sloane Associates.

One day a century ago a wagon train assembled in Independence, Mo., and set out on the long, long trail to Oregon. During the weeks which the train spent on the journey there were periods of tension, fear, boredom and passion. There were tragedies and joys, births and deaths, romance and frustration.

Many wagon trains set out from similar places to similar destinations in those days, of course, and the journey of each was filled with drama. In *The Way West,* however, each of us is privileged to go along if he wishes. That is a rare privilege, indeed. Those who read A.B. Guthrie's earlier book, *The Big Sky,* will remember the author for his detailed knowledge of the old West. Here is no "horse opera," but a serious historical novel of a day which is gone forever.

RIVER GUNBOATS



UNDERWATER RAMS PAY OFF

From the book "Four Years in Secessia," by Junius Browne, published in 1865, a yarn of Mississippi gunboats during the Civil War.

RIVER GUNBOATS

Some of the most unique naval fighting of all time took place on an equally unique site—the Mississippi River and its sidewaters during the Civil War.

At sea, the Union quickly set up their blockade early in the war. On the Mississippi it was a different matter. Restricted river waters forced a new kind of fighting, employing new warship types and new modes of battle.

Sailing vessels were out of the question. Only paddle wheel steamers could maneuver in the narrow river channels, and the classic concept of heavy broadside armament gave way to guns and underwater rams pointing forward.

To increase the number of guns which could be brought to bear directly ahead, the river gunboats were fat, nearly oval in shape, with a width nearly one-third the dimension of the length. Side armor and guns were light—with consequently high vulnerability.

Lightly protected steam boilers and paddle wheels often were hit, with disastrous results. While some of the Northern ironclads were protected with as much as two or three inches of iron backed up with 20 inches of solid oak, Southern boats suffered from the meager iron supplies. Many were "tinclads," armored with only one-quarter inch plating. Others had even less, receiving "protection" from bales of hay or cotton. High smokestacks, necessary because the smoke had to be carried out by natural draft, often were hit.

In these restricted river waters, the ram was especially effective, steering a collision course for the enemy and sinking its iron beak deep into the side below the waterline. They were fast, highly maneuverable, lightly armed craft, strengthened by as many as three iron bulkheads up to 20 inches thick running from stem to stern. Equipped with only one or two naval guns, their main "artillery" was a group of sharpshooters firing from behind bales of hay.

As the Union forces advanced southward in 1862 along the Mississippi, the South found itself protected at times only by their small, outnumbered, converted river boats, lined up in battle array against specially built Northern craft. Sometimes, using surprise to good advantage, the Confederates inflicted great damage, such as in the action below Fort Pillow, Tennessee.

At other times, the Union flotilla and land forces bludgeoned their way to victory, as in the river battle for Memphis. Both actions are told here by Junius Browne, a war correspondent on board a Northern gunboat.

THE Confederates at Fort Pillow had so often made menaces of attack upon the National Flotilla that no one on board believed they had any idea of putting their threats into execution. It had generally been supposed that if the enemy designed to engage us, they would take advantage of the night and endeavor to surprise us in the darkness.

When five or six of the enemy's gunboats and two or three of his rams appeared, about seven o'clock on the morning of May 10, 1862, above Craighead Point, they created some little astonishment and we were taken at great disadvantage. Not one of our boats had anything like a full head of steam, and some of them barely had a fire in their boilers.

Cincinnati, Captain Roger A. Stembel, was about half a mile above the point guarding two of the mortars, and the other gunboats were at least a mile and a half further above him. The rebel gunboat *McRea* and three rams, *Van Dorn, Webb* and *Sumter,* immediately steamed toward the solitary guardian while the remainder of the hostile fleet stopped in the bend near the Tennessee shore after firing half a dozen guns.

It was evident from the beginning that the foe designed to make his fight with *McRea* and the rams, and not to expose his other gunboats to ours.

The enemy's gunboats (except *McRea*) were actually tow-boats cut down to the boiler deck.

McRea, formerly a schooner and very fast, was about one hundred and twenty-five feet long and a fine model. Her engines and boilers were protected by railway iron, and though it was supposed she had six, seven or eight guns, only two were perceptible.

Her bow and stern were covered with bales of cotton, which were also piled up some distance on her deck, acting as breastworks. Behind these was a large body of infantry and sharpshooters whose duty it was to pick off whomsover they could on our gunboats.

The three rams, *Van Dorn, Sumter* and *Webb,* were protected and ironed like *McRea* but were smaller and lower, being constructed out of tow-boats. *Van Dorn* was formidable, having a sharp, strong iron prow, partially under water the same as *McRea* and *Sumter* had, that must have proved very effective against the strongest vessel.

The two rams had stern and bow guns, and musketeers and riflemen protected by bales of cotton.

2

Two sailors were on the deck of *Cincinnati,* engaged in washing it when *McRea,* considerably in advance, went steaming rapidly toward her.

There was no time to get out of the way, but they fired the stern guns first and then a double broadside at her without changing her course. *McRea* struck her with great force on the port quarter, knocking a great hole in her, and immediately filling the shell-room with water.

McRea now backed off and prepared herself for another blow, but before she had started on her return our gunboat had fired her bow guns and another broadside into her at a distance of not less than one hundred and fifty yards. Of course, every shot struck her and some of the cotton bales were displaced, but she did not seem at all disabled.

By this time *Van Dorn* had arrived and although she was received with several guns, she struck *Cincinnati* in the stern. Less than a minute later, *McRea* had come a second time into collision with our craft, near the wheelhouse on the starboard side.

Cincinnati was rapidly taking water and in a very unpleasant predicament. Some of the officers feared she would sink before *Mound City,* which was hastening to

her aid, and *Benton,* which was dropping down without steam, could come to her assistance.

Very soon, however, *Mound City* arrived at the immediate scene of action, having been firing very accurately at the three Rebel vessels while she was making her mile of distance.

Her shot struck *McRea* and *Van Dorn* again and again. As she moved up, *McRea* leveled her long guns at the bow and was on the eve of giving her a raking fire when the Union craft sent a thirty-six pound shell against the cannon and completely dismounted it.

Van Dorn now turned her attention to *Mound City,* leaving *McRea* to take care of *Cincinnati,* which would have been the recipient of a fourth thrust of the ram had not a broadside from *Benton* caused the enemy to veer around and miss her victim.

On the altered schooner the sharpshooters were active, trying to kill the officers at the same time they insured security for themselves. Their rifles were visibly protruding through the cotton bales and thrust over their tops, and numerous bullets whizzed by the ears of Union sailors. No human figure, however, could be seen except the man at the wheel. Captain Stembel, knowing how much depended on him, called for a gun and shot the pilot, who apparently fell dead.

A few seconds after, the pilot of *Cincinnati* hallooed out, "There is a damned scoundrel getting ready to shoot you, Captain."

Stembel, who looked up and saw a man pointing a gun at his head, discharged his own piece and a pair of revolvers, and stepped forward to screen himself against the pilot house.

He was too late. Before he had half covered his body, the Rebel sent into his left shoulder a ball that passed out of his throat, about two inches under his chin.

The brave officer, whose principal fault was that he exposed himself too recklessly, fell to the deck and it was supposed at first that he was killed. He was picked up and carried below where he regained consciousness and every few seconds anxiously inquired as to the progress of the battle. His wounds were so serious, however, that he was not able to resume his duties for a number of months.

3

Cincinnati seemed to be settling. She was rolling from side to side and the inexorable *McRea* was, for the fifth time, running toward her.

That blow might have been attended with disastrous circumstances, but as she was speeding to the crippled craft, *Benton* fired two of her rifled Dahlgren guns. One shell passed through *McRea's* boilers, which exploded with a tremendous noise that was only faintly heard above the roar of battle.

Her deck was observed to rise and piercing shrieks rent the air. A number of persons were seen to leap on the cotton bales and fall back wounded, dying or dead.

At that moment she hauled down her soiled Rebel flag and Captain Phelps of *Benton,* interpreting this as a signal of surrender, ordered his men to fire on her no more. *McRea* still floated down, and as she was turning the point she again hoisted her tattered ensign and disappeared behind the intervening land.

After *McRea* had disappeared out of sight and while *Van Dorn* and *Sumter* were engaged with *Mound City,* the tug *Dauntless* ran out to *Cincinnati* and towed her to the Tennessee shore.

Just before *McRea* exploded her boiler, Captain Stembel's crew had been prepared for resisting boarders, as it was thought some of the enemy's gunboats or rams would make an attempt of that kind. The sailors were ready with revolvers, cutlasses, boarding pikes and hand grenades.

Mound City fought *Van Dorn* and *Sumter* bravely. Captain Kilty was on deck all the while, firing at the Rebel pilots with a musket. Every man on the boat was active and watchful, and it was very strange no one was hit by the enemy, as a steady fire of rifles was kept up from behind the cotton bales.

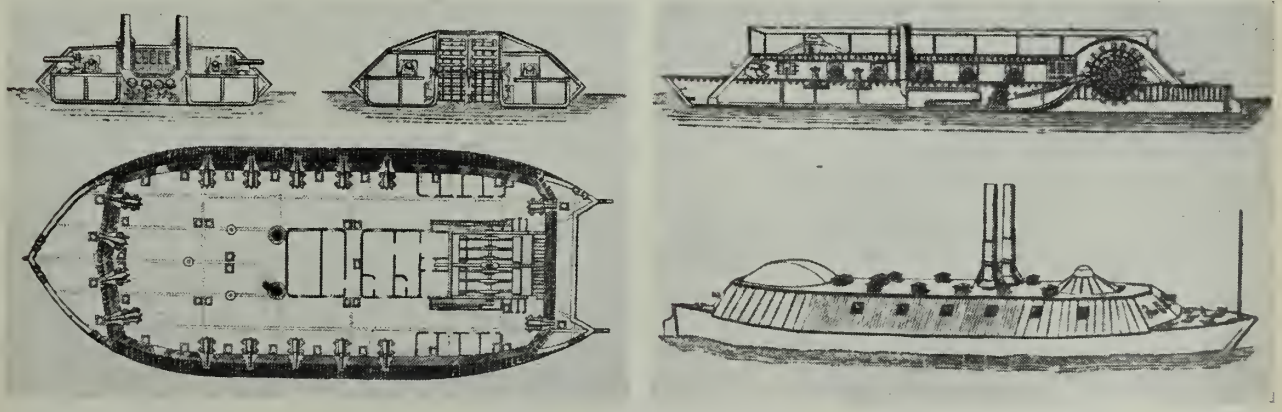
Mound City bore many marks of musket balls on her pilot house and paddle boxes, and the officers heard the music of small leaden vocalists more than once in close proximity to their imperiled ears.

Paymaster Gunn, although he knew nothing whatever of artillery or projectiles, seeing two pieces lying idle induced a couple of men to load them. Pointing the cannon at *Van Dorn,* only a hundred yards distant, had the satisfaction of planting two shells in the very center of the ram, which appeared to do excellent execution.

Sumter had struck *Mound City* twice with her prow but had done her little damage. On the other hand the Union gunboat had riddled the ram and so alarmed the sharpshooters that their fire was almost silented.

Van Dorn finally had a favorable chance and struck *Mound City* with great force on the bow, causing a large leak. There was no time to attempt to stop it.

Benton was now near the rams and placed herself between *Van Dorn* and *Sumter.* In this position the flag-



DRAWINGS show top and beam of U.S. ironclad gunboat *Benton.* Reproduced from *Guns on the Western Waters.*

ship fired four or five guns at a third ram, which was running toward *Carondelet,* further up the river.

This ram was *Webb* and the shots struck her wheels and machinery, disabling her. She began floating off with the current and as she neared the point, *Benton* fired two of her fifty-pound Dahlgrens, and the next minute steam was pouring out of her. Soon after one of her boilers exploded, and she was half a wreck at the last glimpse we had of her, passing the first fortifications of Pillow.

Rebels in *Van Dorn* appeared to bear a particular hatred to the mortar rafts, which must have annoyed the enemy not a little with their perpetual firing over the irremovable Craighead. She even paused from her attack on the Union ships to fire two thirty-two pounders at the crew of one of the mortars, perforating the thin coat of iron as if it had been glass.

The mortar men were not to be bullied, so they loaded one of the monsters and sent a thirteen-inch shell at *Van Dorn.* The enemy was not materially damaged, for the bomb coursed off at an angle of forty-five degrees.

For four or five minutes *Benton,* under the control of a cool and skillful pilot, turned several times completely round as on an axis, firing in succession her bow, stern and broadside guns. The Rebels well knew and respected her strength.

The Rebel rams were often struck by *Mound City* and *Benton* before they could escape. The gunboats near the Tennessee shore stayed at a distance and finally steamed down the river, leaving the rams to fight their way out of it. Shortly afterward, *Van Dorn, Sumter* and *Webb* struck a favorable current and passed away from *Benton,* which was very unwieldy, and floated toward the point. The battle was over, no enemy remaining to be engaged.

Only three of our gunboats were engaged, but *Carondelet* and *St. Louis* fired a number of shots from their original positions off the Arkansas shore. It was not probable, at that long range, that they did any material damage to the foe.

The action did not last more than half an hour, and much of it was concealed by the heavy smoke that rested like a vast fog upon the river during the close, hot morning of the engagement. Our skiffs, yawls, and tugs were plying here and there, occupied by persons anxious to witness the fight.

4

A month later, between five and six o'clock on the morning of June 6, 1862, the most spirited and decisive battle that had occurred on the Mississippi was fought for the possession of Memphis, opposite that city.

The forces involved were five of our gunboats and two rams against eight of the enemy's gunboats. The engagement was witnessed by thousands of citizens, who expected, no doubt, to see the Unionists driven from the river.

The fight was a glorious one. The Union gunboats *Benton, Cairo, Carondelet, Louisville* and *St. Louis* and the rams *Queen of the West* and *Monarch* left their moorings below Paddy's Hen and Chickens (as the group of islands five miles above Memphis is called by steamboat men) about half past four in the morning and slowly steamed toward the city.

The morning was clear and calm, balmy and beautiful. After passing a bend in the river, we saw the city in the distance, reposing very quietly upon the border of the broad stream. The river was clear of all craft. Not even a skiff skimmed its surface, and the officers of the fleet thought we might meet with no opposition to our possession of the city. After the engagement of the tenth of May, the gunboat crews felt as if that battle needed further continuation, and they were longing for action most anxiously.

The sailors' wishes seemed to be answered. The Flotilla was just opposite the upper part of the city when the boats of the Rebel Fleet were seen in a slight bend around the river, about a mile and a quarter below.

Commodore Davis did not wish to bring on an engagement at so early an hour, preferring that the men should eat their breakfast and thus be qualified to fight better than when suffering from physical depletion. He therefore ordered the five vessels under his command to retreat. The Rebels, perceiving that, evidently believed we were anxious to avoid a battle.

As we retraced our course, the enemy followed and in a few minutes the Confederate flagship *Little Rebel,* on which was Commodore Montgomery, fired a shot at *Benton,* which was in the van, and then a second and a third.

This braggadocio became intolerable, and Commodore Davis at once ordered an advance. *Benton* and *Louisville* assumed the front position and *Cairo, Carondelet* and *St. Louis* brought up the rear.

In addition to the Rebel flagship, their fleet was composed of *General Beauregard, General Bragg, Jeff Thompson, General Lovell, General Price, Sumter* and *General Van Dorn.*

First of our boats to fire a gun was *Cairo,* and she followed it up with two more shots that fell very near *Little Rebel* without striking her. *Carondelet* and *Louisville* imitated the worthy example and on the other side *Lovell, Thompson, Bragg* and *Price* took part in the nautical entertainment and lent the deep bass of their guns to the warlike concert.

In less than three minutes both fleets were engaged in a most animated action and every vessel was thundering away to the best of its capacity. The river and sky seemed to shake beneath the roar.

The Federal rams *Queen of the West* and *Monarch* appeared about half a mile behind the flotilla, and the enemy began to retreat. *Queen of the West* darted out at rapid speed ahead of its companion, heading for *Beauregard,* which fired four times without striking her opponent once, though in one or two instances she was not more than two hundred yards away.

Nothing disconcerted, the ram ran in boldly, designing to butt the Rebel near the bow, but the *Beauregard* moved suddenly to the right as the ram passed—the movement was very skillful and opportune—causing the latter to miss her aim altogether.

Finding hereIf foiled, the ram determined to test her capacity upon another vessel, and so turned her attention to *General Price,* hitting her heavily on the wheel-house before she could get out of the way and tearing off a good portion of her side.

Beauregard immediately went to the rescue and was steaming toward the ram when the latter reversed her engines and receded a few yards, causing the gunboat to collide with the injured *Price,* knocking a large hole in

her bow. This was more than *Price* could endure, for she had been leaking from her first injury and now the water poured into her in streams,

Beauregard seemed inclined to avenge her own mistake on *Queen,* and before the latter was well aware, struck her a heavy blow on the side that made her timbers crack and take water freely.

The water was quite deep at this point, and there was a probability that both Federal ram and Rebel gunboat would sink. But *Beauregard* was on the point of hitting the ram a second time when the close proximity of *Monarch* induced her to look out for her own safety.

Beauregard fired several times at *Monarch* and struck her once on the wooden bulwarks without producing any effect. *Monarch* then took charge of *Queen* and *Price* and towed them ashore to prevent them from sinking. Before she did, however, she rammed a large hole in the stern of *Beauregard.*

During the action in which the rams had taken part, the gunboats had continued firing steadily and heavily.

Benton was still in the van and within range of *Lovell* when Captain Phelps thought he would try one of the fifty-pound rifled Parrotts on the foe.

The conical shell went whizzing out of the long and formidable piece into *Lovell,* just above her waterline, cutting a deep hole in her and increasing the rate of her insurance frightfully. *Lovell,* it was immediately discovered, was leaking like a sieve and beginning to sink rapidly. Thirty seconds after she ran up a flag of truce, she went down in fourteen fathoms of water.

At least twenty five or thirty of the Rebels leaped overboard after the accident with the intention of swimming ashore. Some of them succeeded but the greater part perished in the stream.

From the first inception of the fight, the wharf and bluffs of Memphis had been crowded with interested and anxious spectators, and as the boats moved down the river the throng followed as if fearful of losing the smallest glimpse of the highly exciting battle.

Little Rebel was leaking more and more rapidly and had been struck several times with heavy shot. Commodore Edward Montgomery therefore ran the flagship over to the Arkansas side, where she was followed so closely by *Carondelet* that her officers had no time to burn her—as was doubtless their intention—but had ample leisure to leap on shore and escape through the woods.

Also struck a number of times, *Jeff Thompson* was so severly injured that she also was run to the Arkansas shore, about a mile below the city, and was grounded there. A shell had set the vessel on fire, but the flames were extinguished—or it was thought they were—by some of the Union sailors in gigs, and the five uninjured ships of the National Fleet continued their pursuit of *Sumter, General Bragg* and *Van Dorn.*

After the gunboats had followed the now outnumbered enemy a mile further, firing steadily, and the Rebels replying, *Sumter's* pilot put her head to the Arkansas side and beached her, giving her valiant crew the means of escape through the wilds and swamps. *General Bragg* had received a shot through her wheel house early in the action and was unable to move about very rapidly, but she also contrived and reached the other side of the river.

General Van Dorn, the only boat now remaining of the Rebel Fleet, was still steaming toward President's Island, three miles below the city. *Cairo* and *Carondelet* followed her for two miles, hoping to cripple her with a shot, but neither of them succeeded and they at least gave up the pursuit.

Surely the Federal sailors ought to have been satisfied with the brilliant successes of that day. They had placed *hors de combat* seven out of eight of the insurgent vessels without considerable loss to themelves.

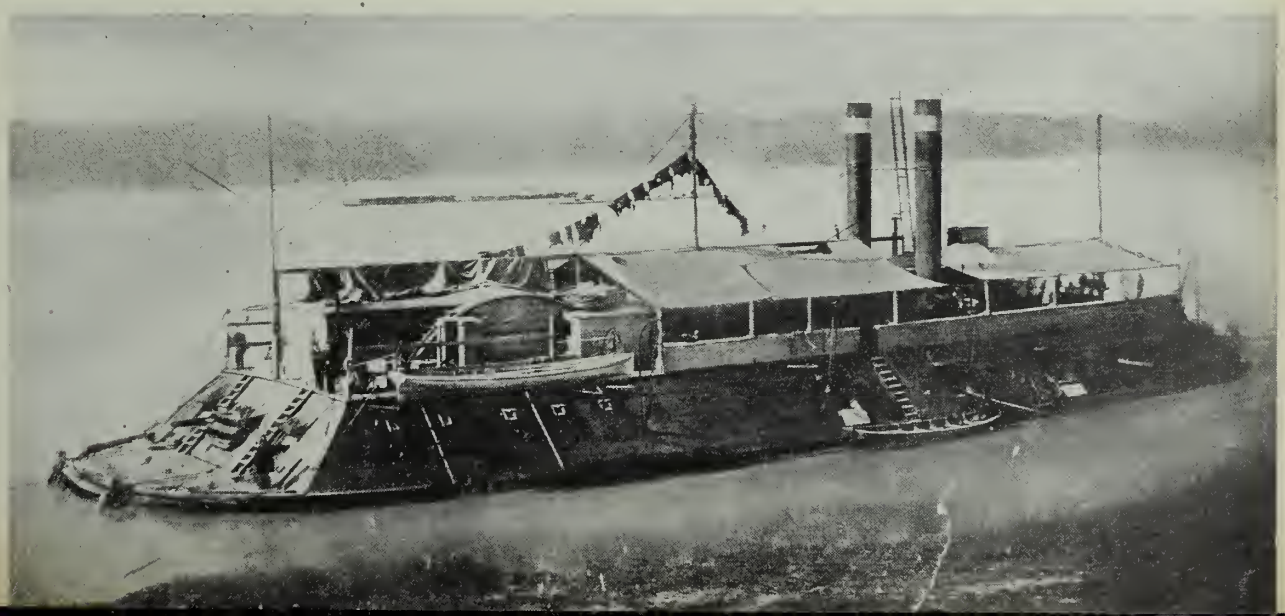
While the Union gunboats were on their way back to the city, they perceived that *Jeff Thompson,* lying off the Arkansas shore, was on fire again and the flames were pouring out all over her deck.

Cause of the conflagration was not positively known. Some persons declared the old flames burst out anew and others that the gunboat was set on fire by a party of Rebels who returned to the vessel.

The latter opinion was probably correct. *Jeff Thompson* was blazing higher and higher and it was supposed that the powder had been removed from the ship because it hadn't exploded before, when a tremendous explosion rent the air and an immense flame shot up into the radiant morning, while hundreds of heavy reports were heard in rapid succession half a mile above our head.

These were the shells of the gunboat, thrown upward with ignited fuses above the vessel, and bursting with the tremendous crackling sound that vast buildings give before they fall to the earth in ruins.

Looking over to the spot where *Jeff Thompson* was, we saw nothing but a few black and charred fragments on the water. She had been blown to atoms.



TAFFRAIL TALK

RESULTS were obtained by the item headed "Do You Know the Identity of This Man?" in the September issue of ALL HANDS, p. 35.

First of all, BuPers received a phone call from a man who said his wife had a picture just like the one in the ALL HANDS story, autographed by the young man on the reader's right. His wife, who is an ex-Navy nurse, cared for the four men after they were rescued from the Japanese prison camp at *Ofuna* — not at Aomori as previously believed. The other three men, she stated, were Britishers.



Do You Know the Identity of This Man?

Do you know the man second from the left (circled) in the accompanying picture?

This picture was taken on 29 Aug 1945 in a prisoner of war camp at Aomori, Japan, when U. S. Navy men rescued the inmates. Seeing the photo in a newspaper, a lady in California was convinced that the liberated prisoner encircled here was her son who had been listed as missing almost two years before.

The newspaper did not identify the prisoner and a check with the photo files in Washington also left him nameless. And no word came to the California mother whose son, if this is really he, should have been recuperating in a state-side hospital.

If you can identify the serviceman, or think you can, drop a line to the Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Washington 25, D. C.

Navy's Underground Hospital

In a shallow valley at the base of a low hill on Guam Bay, Cuba [illegible] capacity of 30 beds and [illegible] and equipped to make [illegible] hospital [illegible]

POSITIVE identification was the result.

The Bureau wrote to the man who had presented the autographed picture to the nurse. This man — a former aviation radioman in the Navy — stated that his three companions in the picture were natives of the British Isles. He could not remember their names with any certainty, but said the picture was indeed taken at the Ofuna camp. He said that he believed the encircled man was a flier in the British navy.

Among the letters arriving at ALL HANDS was one from a Navy lieutenant who had been a prisoner at Ofuna. He said that the encircled man was a prisoner there at the same time that he (the U. S. Navy lieutenant) was, and that the man's name was Aldwell. He also stated that Aldwell was from Ireland.

A check through a BuPers list of Ofuna prisoners revealed a Lieutenant Basil W. Aldwell of Belfast, Ireland — a flier in the British navy! Like the weight of evidence that finally spells finis to a court case, the evidence concerning the prisoner of Ofuna was indisputable. Sad as it undoubtedly is to the California mother to learn that the man is not her son after all, perhaps she welcomes an end to uncertainty. ALL HANDS hopes so, and that it has been of some small service.

* * *

In this column some time ago we told you about ALL HANDS being used as a "prop" on the stage of a New York play. Now we're also in the comics and in the magazine digests — or rather reprints of ALL HANDS articles are. The comic books (and who would underestimate their reading public in the Navy?) reprinted stories on volcano research and the Navy's use of bells. The digest scheduled a piece on fish noises.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: A rescue party has just saved the life of Oscar, the ship's dummy, and is about to be hoisted aboard USS *Albany* (CA 123). Photo was made during a Naval Reserve training cruise to Guantanamo Bay, Cuba.


PICK-ME-UP

ON THE BALL



The Battle Efficiency Award . . . is the Navy's rightful pride in its thoroughness. Peacetime efficiency and economy are dependent on doing the best you can with what you have.

D208.3:394
3 Jan 50

ALL HANDS

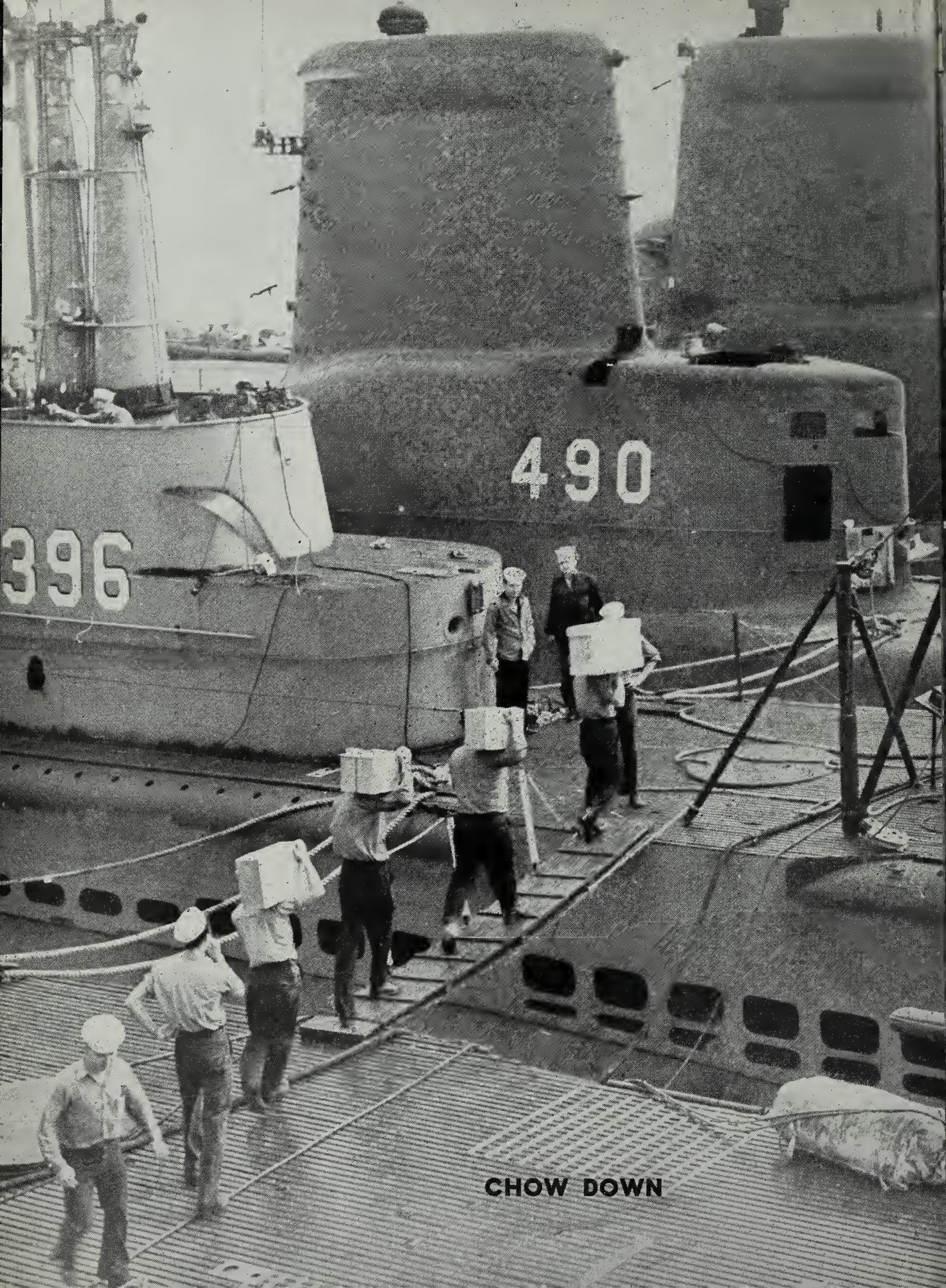
THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O



This magazine is intended for 10 readers. All should see it as soon as possible.
PASS THIS COPY ALONG

DECEMBER 1949



CHOW DOWN



ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

DECEMBER 1949 Navpers-O NUMBER 394

REAR ADMIRAL JOHN W. ROPER, USN
The Chief of Naval Personnel

REAR ADMIRAL FREDERICK W. McMAHON, USN
The Deputy Chief of Naval Personnel

Editor: LCDR George Dennis, Jr., USN

TABLE OF CONTENTS

	Page
Carrier Cruise	2
The Word	4
Photographing the Top of the World	6
Savvy Sailors Don't Fall Overboard	10
Striking Power in Reserve	12
Waves Overseas	16
Navy Sports Roundup	17
X-Ray Experts	21
Scientists Studying What Makes You Tick	22
Letters to the Editor	25
Servicescope: News of Other Armed Services	30
Today's Navy	32
☆ OVERSEAS LIVING CONDITIONS	38
Bulletin Board	48
Duty for EMs as Instructors	48
Distribution of V-Discs Halted	49
Occupation, China Medals Available	51
Summary of Legislation	52
Directives in Brief	55
Complete Reenlistment Information	56
Books: Events and Places Featured	58
Book Supplement: *Chilean Episode*	59
Taffrail Talk	64

• FRONT COVER: Santa Claus and a Christmas package bring a look of quiet joy to the face of an unidentified orphan girl at a Christmas party at NAS Columbus, Ohio. Others are Vic C. Pyle (left), AD1, USNR, and William P. Lowry, ADC, USNR.

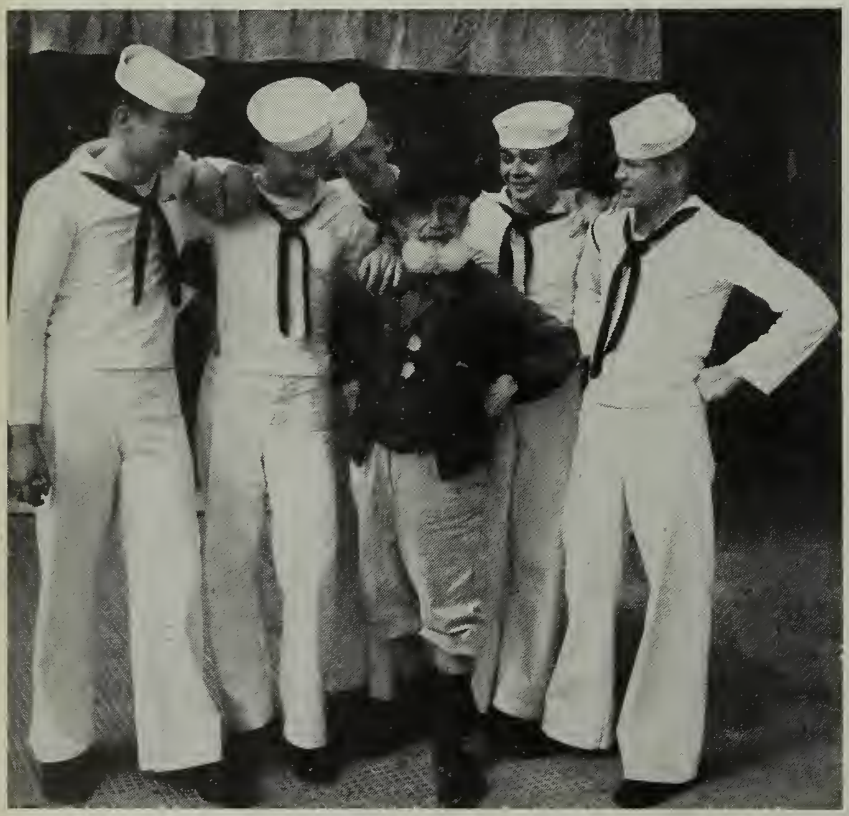
• AT LEFT: The submarines which participated in Exercise MIKI in the Hawaiian Islands had their crews well-trained and well-fed. Here some of the boats are being provisioned from USS *Sperry* (AS 12).

CREDITS: All photographs published in ALL HANDS are official Department of Defense photographs unless otherwise designated.

Carrier Cruise



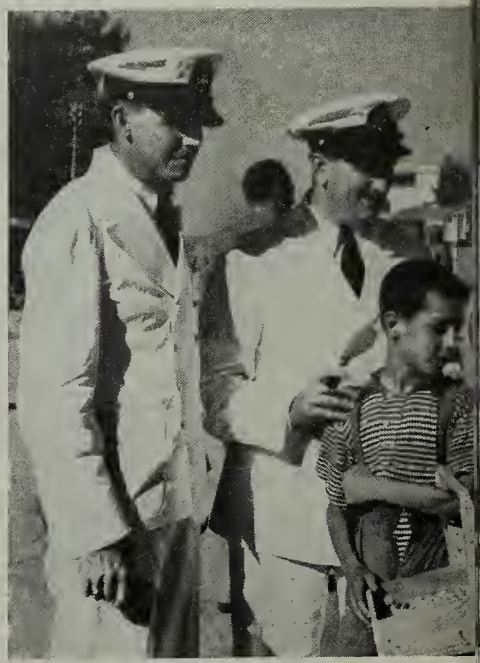
LIBERTY BOAT leaves *Coral Sea* bound for adventure in Istanbul, Turkey (above). Below: In Rapallo, mountaineer tells of climbing in the Italian Alps.





DON'T try to tell personnel of the mighty carrier *Coral Sea* that there's better or more varied liberty anywhere in the world than in the Mediterranean area.

After a cruise with the Sixth Task Fleet during which the big flattop dropped her hook in ports of call from Gibraltar to the Suez, they're convinced they've had the mostest of the bestest.



GREEK BOY SCOUTS scramble ashore following visit to *Coral Sea* in Peiraeus (at

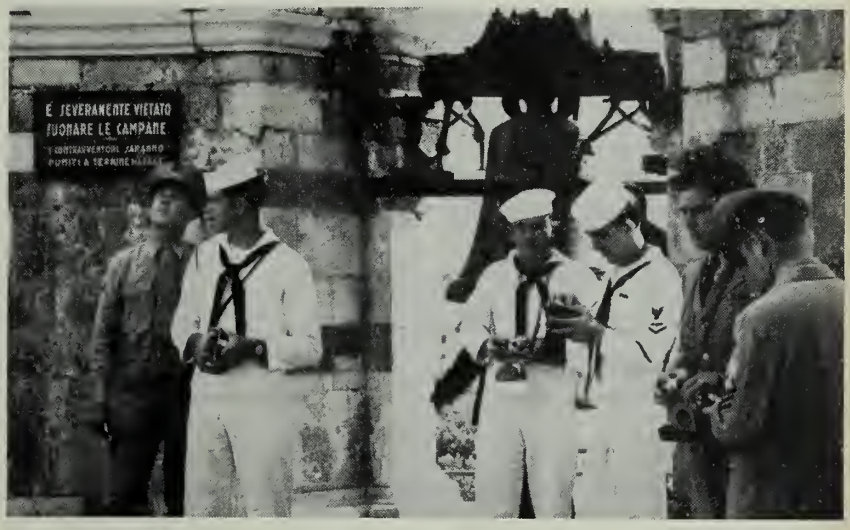




VIVACIOUS French girls chat with *Coral Sea* sailors on a swank beach near Cannes (center). Above: Shutter bugs climb ancient ruins in Athens, Greece.

They'll tell of dances and beach parties in hospitable Cannes, France, and rave about the charming mademoiselles. Sightseers will talk your ears off about trips made to the ruins of Athens, Pompeii and the fabulous Palace of Minos on the Island of Crete.

Coral Sea's cruise proves again that Navy men get to know the people and customs of faraway places.



SEEKING-OUT interesting camera angles, EM from the giant carrier climb to top of the Campanile, famous the world over as the Leaning Tower of Pisa.





right). Above: Chief makes a purchase from a small peddler in Khania, Crete.

THE WORD

Frank, Authentic Advance Information On Policy—Straight From Headquarters

• SERVICE RECORD PAGES 4A-4B — To insure that proper action is taken in regard to handling pages 4A-4B of enlisted personnel's service record, BuPers is reminding commands of the proper procedure to be followed when personnel are discharged, inactivated or otherwise separated from the service.

When an individual reenlists, transfers to the Fleet Reserve, or enlists in the Naval Reserve at the place of separation, pages 4A-4B will be removed from the completed service record and inserted in the new record.

If the individual does not immediately reenlist, the original page 4A-4B is to be removed from the completed service record and securely stapled to his discharge certificate. The man will be advised that this service record page must be retained and presented with his discharge papers should he desire to reenlist at any time.

If the man reenlists at a later date the original page 4A-4B will be placed in his new enlisted service record. If this page has been lost or otherwise is not available, the ship or station first receiving the individual for duty — or the district commandant in the case of Naval Reservists — will request the Chief of Naval Personnel to forward a certified copy of this page for inclusion in the man's current service record.

Widespread failure to follow the procedure outlined above and an excessive number of requests for certified copies of pages 4A-4B prompted BuPers to issue this reminder.

• EXAMS FOR OFFICERS—Plans have been made to conduct promotional examinations for Regular Navy officers above the rank of ensign after 1 Jan 1950, and for those ensigns subject to professional examination during the early part of May 1950.

Included in BuPers Circ. Ltr. 168-49 (NDB, 15 Oct 1949) is a list of those ensigns subject to professional examination during 1950. Those ensigns named in this list who were appointed under the provisions of Public Law 729, 79th Congress, and who do not request retention in the Regular Navy as outlined in BuPers Circ. Ltr. 162-49 (NDB, 15 Oct 1949) will not be required to take the examination.

Professional requirements for promoting Reserve officers after 1 Jan 1950 are contained in the publication, "Administration and use of Naval Correspondence Courses, March 1949" (NavPers 10840). In brief, Reserve officers may qualify professionally by completing naval correspondence courses to obtain required promotion units. Also included in BuPers Circ. Ltr. 168-49 is a list of USNR ensigns on active duty in Regular Navy

Chief Transferring to Fleet Reserve Accorded Rare Tribute

Chief Boatswain's Mate Sam E. Franks, USN, was accorded a rare tribute when he transferred into the Fleet Reserve to close out over 26 years of active duty with the Navy.

In retirement ceremonies held on board USS *Namakogan* (AOG 53), Franks' commanding officer, Lieutenant Commander Robert L. Pearson, USN, a former boatswain's mate himself, paid him a tribute by personally piping him over the side for the last time, after awarding him a letter of commendation.

Chief Franks, who is only 41, entered the Navy on 9 May 1923, at Birmingham, Ala., at the age of 15. During the intervening years he traversed the seven seas in 10 different naval vessels.

The commendation awarded Franks read in part, "His devotion to duty and the energetic, conscientious, loyal and efficient manner in which he performed his duties has contributed directly toward meeting the operating commitments and high standard of smartness of USS *Namakagon*. His conduct and performance of duty has been at all times in accordance with the highest traditions of the Navy and is deserving of a 'Well Done.'"

The chief's career has been highlighted by many notable occasions but the one he prizes most occurred in July of 1941 at Argentia, Newfoundland, where the late President Franklin D. Roosevelt and the then Prime Minister of Great Britain, Winston Churchill, met for the signing of the Atlantic Charter.



SALTY Sam E. Franks, BMC, USN, transfers into Fleet Reserve after 26 years of outstanding service.

During his service years Franks was commended on four separate occasions by his superiors for outstanding seamanship, initiative, bravery under fire, and the tireless devotion to duty. He took part in three invasions — Casablanca, Normandy and Southern France — and has been awarded six good conduct medals.

In explaining why he was allowed to enter the Navy when he was only 15, Franks said he was a big lad for his age.

The chief admitted that getting accustomed to being a "landlubber" is going to be difficult — but his prime worry at the present is to acquire the "new look" in his walk to replace the old "destroyer roll" he acquired during his years at sea.

— Don Collett, JO1, USN.

Courtesy of 3 Navy EMs Impresses USAF Flyer

Three Navy enlisted men must have read the recent ALL HANDS article on Naval courtesy ashore and afloat (ALL HANDS, July 1949).

An Air Force lieutenant colonel called the ALL HANDS office the other day to give the three anonymous sailors a verbal pat on the back for an everyday word of thanks they offered after "hitchhiking" a ride from El Paso, Tex. to Washington, D. C., in an Air Force B-25.

"You know," the colonel said, "I've given rides to a lot of fellows as I fly about the country, but these were the first that stayed around the field until we got the plane tied down just to say thanks for the ride.

"No, I don't remember their names now," he added. "I wish I did—they'd make good examples."

billets who are due for promotion during 1950. These ensigns will be required to complete the prescribed promotion units listed in NavPers 10840 before they may be promoted.

BuPers has requested that commanding officers make certain that all eligible officers serving under their command, and those named in the lists attached to BuPers Circ. Ltr. 168-49, be notified promptly.

• **NOW UNDER SINGLE COMMAND** — All the Navy's cruisers and destroyers in the Pacific are now under a single command.

As an economy move, the type commands of "Commander Destroyers, Pacific Fleet" and "Commander Cruisers and Battleships, Pacific Fleet" were disestablished and their functions assumed by a new command, "Commander Cruisers and Destroyers, Pacific Fleet."

Heading the new organization is Rear Admiral Laurance T. DuBose, USN, who relieved Rear Admiral Emmet P. Forrestel, USN, former Commander Destroyers, Pacific Fleet.

Although one battleship, USS *Missouri* (BB 63), is still on active service in the Atlantic, the title "Commander Battleships and Cruisers, Atlantic Fleet" was terminated in March 1949. The last battleship to see service in the Pacific was USS *Iowa* (BB 61).

• **GIVING SANTA A HAND** — The Navy, along with the other armed forces, is giving Santa Claus a hand this year. Almost 4,000 military vehicles have been loaned to the Post Office Department for the holiday rush.

Trucks were allocated to the Post Office Department through 13 administrative areas in the U. S., Puerto Rico and Hawaii. The military vehicles in each area are under the supervision of a military transportation officer representing the Department of Defense. Distribution to the various post offices began on 1 December.

• **SUBVERSIVE ORGANIZATIONS** — Three additional organizations are now to be listed as communist on loyalty certificates executed by naval personnel. They are:

• American Rescue Ship Mission—a project of the United American Spanish Aid Committee.

• Emergency Conference to Save Spanish Refugees — founding body of the North American Spanish Aid Committee.

• National Conference on American Policy in China and the Far East — a conference called by the Committee for a Democratic Far Eastern Policy.

These names are given in BuPers Circ. Ltr. 161-49 (NDB, 15 Oct 1949), and the letter directs that they be inserted under "Communist" on loyalty certificate forms now in use. Also, the letter directs that asterisks be placed after the names of "Communist Party, U. S. A." and "Communist Political Association," and that the following explanatory note be added:

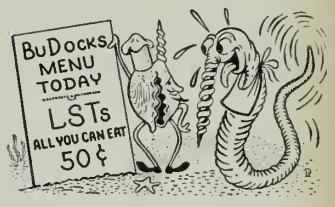
"*Includes all state and local branches and factions, for example: Florida Press and Educational League; The Daily Worker Press Club; Yiddish Kultur Farband."

Additional action required of personnel preparing loyalty certificates follows:

• The full name of each applicant executing a loyalty certificate should be typed or legibly printed beneath his signature, together with his naval rating or grade or the naval position for which application is being made — that is, "applicant for enlistment," "midshipman applicant," or "applicant for commission." His naval service number or file number should also be typed or legibly printed if it can be ascertained.

HERE'S YOUR NAVY

The Bureau of Yards and Docks, assisted by the University of Miaimi, has begun a new study of ways to control marine borers. Marine borers come in three broad types—ship-



worms, boring clams, and a species of tiny crustaceans called limnoria. All three types have been chewing up mankind's nautical equipment for a long time.

★ ★ ★

Shipworms are usually no more than a few inches long, but specimens up to two feet are common. One tropical specimen more than six feet in length has been reported.



They often plug the hole they make upon entering a wooden member, then hollow out the inside. BuShips investigation has shown that shipworms can ruin a 12-inch piling in eight months.

★ ★ ★

Boring clams do not dig deeply, but can reduce the diameter of a pile by four inches in a year. The crustacean is also a shallow worker, but can gnaw a piling away at the



rate of two inches a year. BuShips has been working with various agencies for several years, studying control methods. More than 300 test boards are operated in the Atlantic and Pacific.

Photographing the Top of the World

Navy Cameras Are Seeking Underground Reservoirs Of Far North Black Gold

THROUGH an all-seeing camera's eye, the Navy is seeking out some of Mother Nature's best-guarded arctic secrets—underground reservoirs of oil.

Most people wouldn't see much in the photographs of the barren wasteland which is the Navy's Alaska Petroleum Reserve No. 4. To the inexpert eye, these photos are a tedious repetition of tedium. But to the scientists of the U. S. Geological Survey, they provide a modern shortcut that may lead to discovering great pots of black gold at the end of the Aurora Borealis. Alert airmen must fly a steady course and bring back accurate photo evidence.

The job of a Navy flying squadron, Patrol Squadron 61, is to supply these pictures. The photos it takes may be used to discover coal or to prepare accurate maps as well as to find oil. It's all the same to the pilots, navigators, photographers and radiomen who man the outfit's Beechcraft *"Navigators"* and Consolidated *"Liberators."* The pictures roll out by the thousands, and taking them is only a small part of the job.

More important than quantity is *precision.* A deft touch on the controls, a close sight on landmarks, an all-around alertness on the part of the men at the cameras, these are some of the special and necessary skills and techniques of the photo survey men. If they make mistakes, they are sent back to retake the bad photos. All in all, it's an exacting precision job, boring at times to the personnel of VP-61, but interesting to those of the Navy world who know the value of their work.

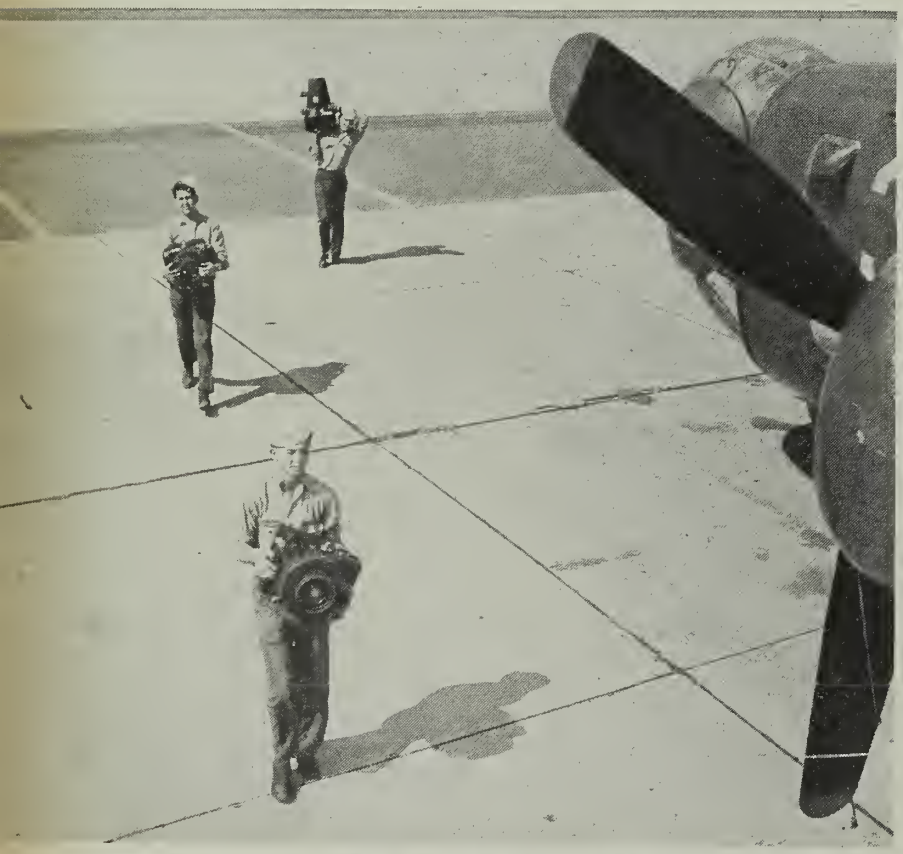
Whether you fly in a *Liberator* out of Nome, on Seward Peninsula, or in a *Navigator* out of the Navy's camp at Umiat, you will be flying in broad daylight, and usually in sunshine, both at the beginning and the end of your working day.

If you happen to be awake at midnight on the night of 23 June at Point Barrow, you can look out and see the sun at eight degrees above the horizon. That's discouraging for those who find it hard to sleep in the daytime. But quite often a fog rolls in from the Arctic, pulling a thin gray veil over the sun's shining face. Sometimes during the summer's work—even in June and July—a flurry of snow provides some relief to those who need it. After a while most members of the photo survey group are sleeping as well as ever, though the sun is shining brightly.

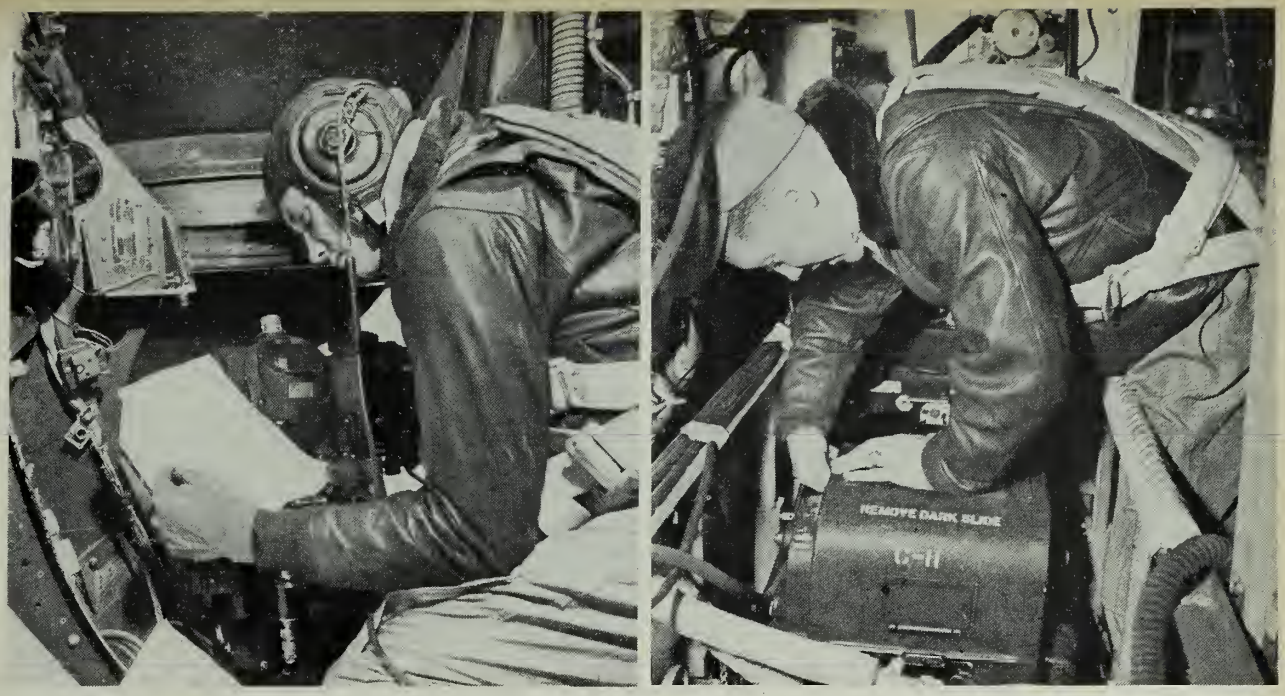
Each morning, after breakfast and after several cups of joe made from melted snow, there comes the time of planning the photo-making hop. Pilots and navigators gather around a chart to plot the day's activities. During the conference, the photographer's mates set up the cameras which have been loaded in the lab with film rolls 200 feet long and nine inches wide. They set shutters and diaphrams and magazine counters, and even remove the lens caps and dark slides. When the pilot comes out to warm up the plane, the photographer's mates check such items as electrical connections and vacuum tubes which are used to operate the cameras at high speed. Depending on the type of camera and the interval between pictures, an entire magazine load can be expended in a matter of seconds.

The photographers install their cameras in three different arrangements, according to what they are to photograph. For a horizon-to-horizon sweep across the flight path, the trimetrogon arrangement of three cameras is used. This consists of one camera mounted to take pictures "straight down," while the other two cover areas to the right and left. If photographs of only a certain area below the plane are desired, only one camera is used—installed vertically. And if pictures of rock formations are desired for clues as to where to drill for oil, hand-held oblique cameras are used to take pictures along canyon walls and river banks.

Most of the men are old hands at it now, but when the squadron first surveyed the Salton Sea and Imperial



SKILLED aviation photographer's mates carry the aerial cameras out to one of the squadron's *Liberators* for installation prior to a mapping mission.



SUCCESS of aerial survey depends on navigator (left) and photographer whose big cameras must function perfectly.

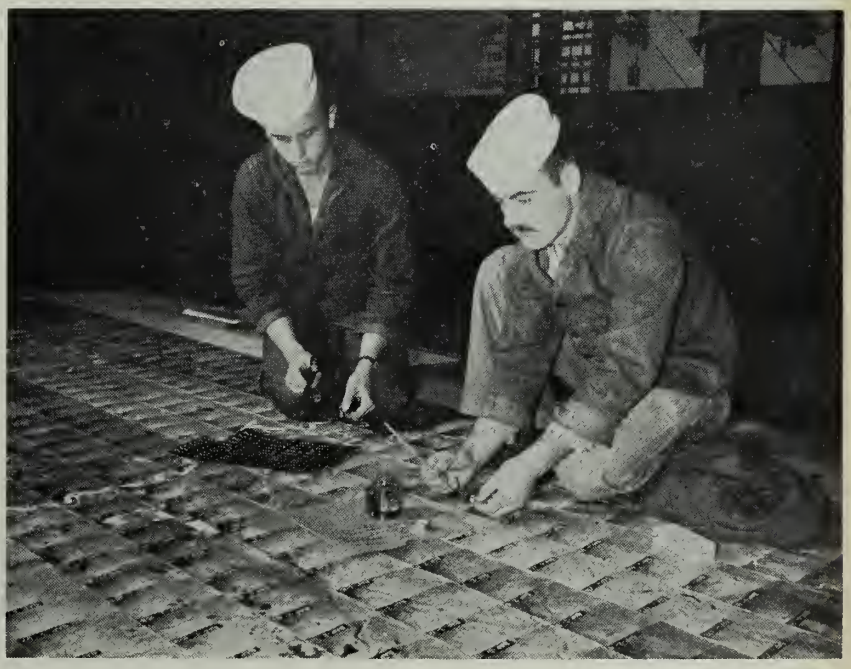
Valley in California for practice, they found that keeping the plane on a constant true heading and parallel to the adjacent flight line — and perfectly level — was a hard job.

The six *Liberators* and four *Navigators* cover huge amounts of territory. The Reserve extends 250 miles along the top of Alaska and goes into the interior about 150 miles. In the northern coastal belt is the plains country, barren and flat and half covered with shallow lakes. Farther inland are the foothills — linear low ridges and low hills barren of any vegetation other than scrubby tundra. "No trees worthy of the name," says a geologist just returned from spending three months inspecting the area.

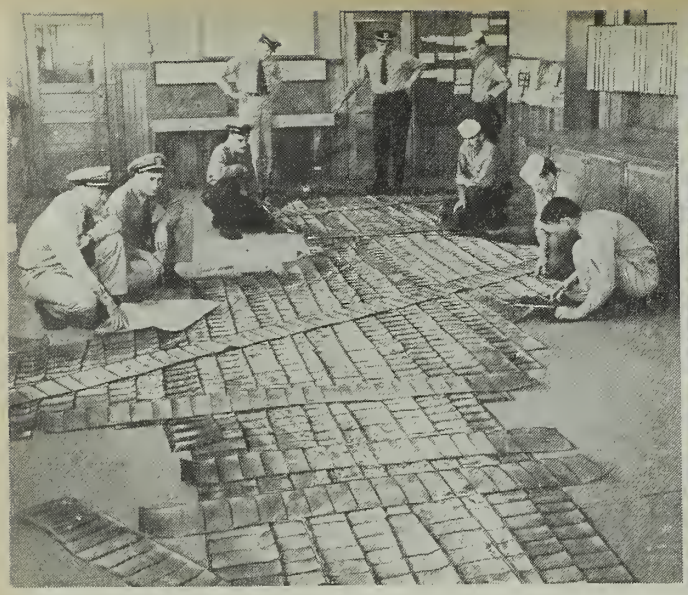
On the southern limits of the reserve are the jagged peaks of the Brooks Range, piling up as high as 10,000 feet. Despite the wildness of the area and the ruggedness of the southern edge, VP-61 does not consist of fair-weather fliers. The photo squadron sends out planes every day while operating, to scout the area to be photographed, regardless of the weather. The rugged mountain area is perpetually covered with glaciers and snow fields.

As the plane nears the area to be photographed, the pilot, navigator and photographer are busy making preparations. Final settings are made on the cameras as fast as the information is relayed back from the pilot's compartment. On a typical run for taking photos with the vertical camera installation, the pilot might climb to 20,000 feet. After starting the run he must hold the plane as steady as possible. Meanwhile, the navigator is using the plane's bombsights or perhaps a graduated plastic grid to take constant bearings on landmarks which help pin point arctic findings.

Only minor mistakes can be corrected. If the plane veers off course, gaps will occur in the photo layout. If the plane pitches or yaws, distortion of the picture occurs and reduction or enlargement of the strip has to be made in the photo lab. Although there is a planned overlap of 60 per cent on one side of the photograph and 40 per cent on another side, providing stereoscopic coverage, open spaces in the layout will result from



ACCURATE indexes identifying and locating thousands of nearly identical aerial photographs are assembled by highly trained photographers of VP-61.





FIELD CHECKING of previous day's coverage (left) is done immediately after processing 200-foot rolls of film (right).

flying slightly off the direct line of prescribed flight.

During the run while the cameras are operating, one or two photographers check to see that the magazines are winding, that the intervalometers are working and that the cameras are level. Another photographer is stationed at the viewfinder to give instructions to allow for drift, to check the interval of exposure on the cameras and, if necessary, to reset the intervalometer which regulates the speed at which the pictures are taken. All in all, the art of taking multiple pictures of large areas with maximum precision requires some of the most precise teamwork of any job in the armed forces.

Back at their base at Umiat or Point Barrow, the aircrewmen usually stow their film magazines after coverage has been checked. Most of the rolls aren't completely printed until the end of the photographic season. Personnel of VP-61 spent the summer of 1948 and 1949 taking aerial photographs of Alaska, then adjourned to warmer climates at Miramar, the auxiliary air station near San Diego, Calif., for the winter.

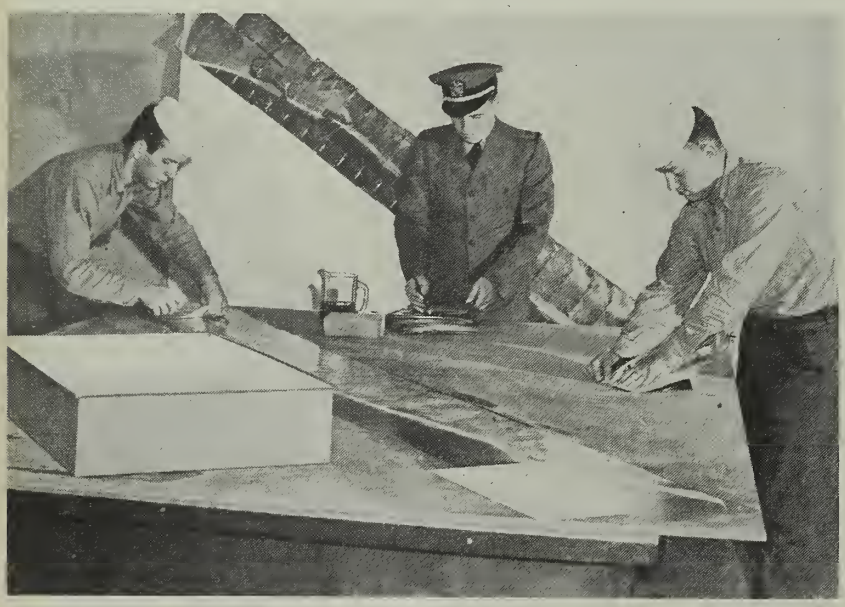
This part of the year produces the fruits of their summer's labors. The first winter saw about 350,000 aerial photographs turned out, covering something like 68,000 square miles of Alaska — almost twice the area of the Petroleum Reserve. Southeast Alaska was covered by VP-4 in 1948.

At Miramar the personnel of VP-61 employ a new set of skills to turn out the photographic jig-saw puzzles which cartographers and geologists are awaiting. Contact prints are made with the nine-by-nine-inch negatives. Cataloging the tremendous number of photographs is a job in itself.

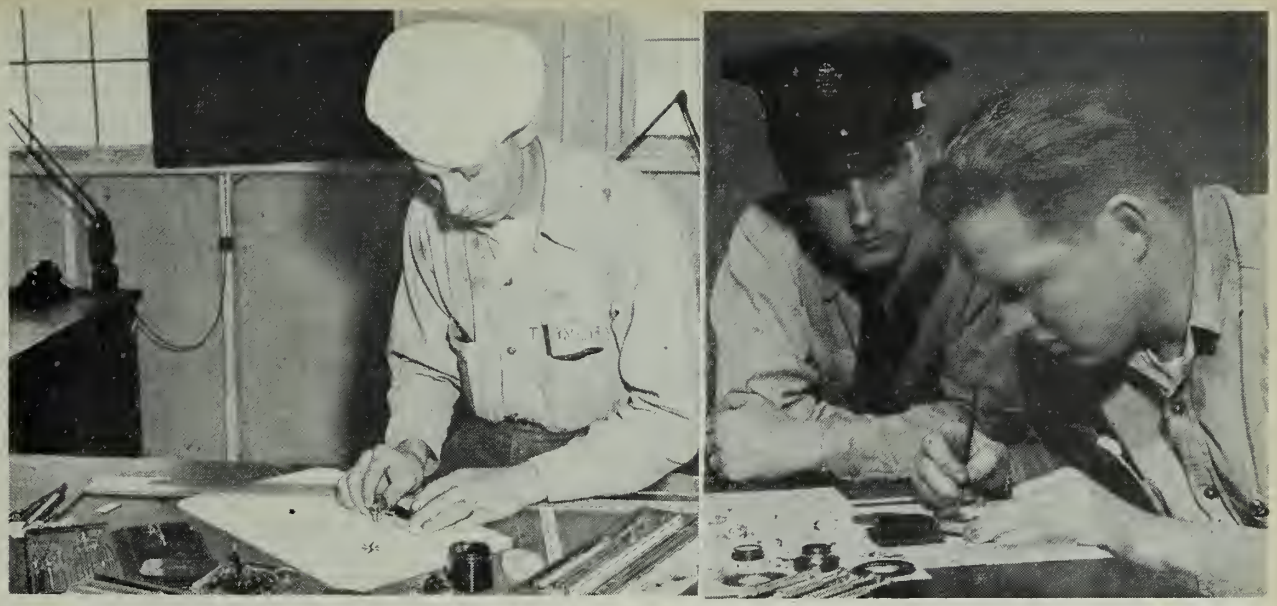
VP-61's final product is turned over to the U. S. Geological Survey. Layouts, from which maps are made, are sent to Denver to a cartographic unit of the Department of the Interior. Other material is sent to Washington, D. C., for study, where geologists and field parties, who have just returned from the Alaska Petroleum Reserve, can brief themselves for their next summer's work.

The survey parties are in the field complete with their weasels and movable camp equipment from late May to early August. Study of aerial photographs has given them a hint as to where oil may be "trapped" by rock formations. By determining the direction of the rock strata from the surface, geologists can determine where oil reservoirs may exist far below.

They maintain radio contact with Umiat and Point Barrow, but they seldom see other humans in the area. There are sparsely scattered Eskimo encampments and a few permanent



AERIAL MOSAICS, delicate photgraphic jig-saw puzzles, are mounted by expert VP-61 personnel in the squadron's photo interpretation laboratory.



LETTERING of legends for complex mosaic and camera repair are collateral duties assigned to squadron personnel.

Eskimo villages. With fair regularity the parties receive the Navy's most recent photographs, as well as mail from home and food from the base — carried to them in Alaska's famed "bush planes." These are small aircraft, carrying one to four passengers, which have become the most-used means of transportation in the bush country.

Although the photo squadron and survey parties return to the U. S. during the cold winter weather, drilling for oil goes on throughout most of the year. The civilian contractor who does this job has four drilling rigs which can be moved fairly easily, but only in winter. In all, some 500 people are engaged in the search for oil.

But behind it all lies the work of the bird's-eye-view men of the Navy, who do the original ground work from the air. — LCDR Woodrow R. Clevinger, USNR.

Navy Plants Coconuts

The Navy gets into some strange occupations out in the Trust Territory of the Pacific Islands — among them are school teaching and local transportation. Another is — of all things — coconut planting!

Peleliu, one of the Trust Territory islands, had most of its coconut trees as well as most of its other vegetation destroyed by American and Japanese bombs and shells during the siege of September 1944. Coconut trees are vital to the economy of the area. The nut provides food and drink as well as valuable copra for export. (Copra is used for making coconut oil.) Also, the fronds of the coconut palm are used for making baskets and thatching huts.

While Peleliu was almost "clean out of coconut trees," Babelthuap — largest island of the Trust Territory — had plenty of them. The Navy let 5,000 coconut sprouts get started, then loaded them into landing craft and hauled them to Peleliu. Planted there, they will soon be swaying in the tropic breeze and providing the local people with the necessities of life.

That operation involved the Navy's local transportation system, of course, but here's another instance: Fifteen young men of the Palau Islands, Trust Territory of the Pacific, departed not long ago for Truk, to attend the Navy's educational training center. The part of their journey which took them from their homes to Guam was made aboard a Navy LSM.

Seven of the students who enrolled in the Truk training center entered a communication school. The others are learning to be school teachers themselves. The communication students will work in their trade for the Navy's island government after graduation.



VALUABLE aerial photographs must be processed carefully to prevent damage and distortion which would render them useless for mapping purposes.



Savvy Sailors Don't Fall

UPON announcing for the first time that he has decided to join the Navy, many a young fellow immediately has been asked this question: "But, John — what if you should fall overboard? Would they come back and get you?"

To this query, John may reply, "Oh, sure." But if Mother calls the recruiting office next day, she'll get a more definite answer.

In general, that answer will be the following: "Yes — always in peacetime and often in wartime, they will go back and get Sailor John if he falls overboard." From the day he enters the Navy, however — the recruiter may add — John will be taught to avoid falling overboard at all.

But the Navy knows that Sailor John or one of his shipmates may fall overboard occasionally. Therefore, it has worked out some pretty elaborate procedures for getting him back aboard again. As a matter of interest and education, some of them are outlined here.

If Sailor John goes aboard a medium-size or large-size ship for duty, he may be assigned duty as a life buoy lookout while underway. If he is so assigned, he'll remember what they told him at the training center about standing life buoy lookout watches. Also — the first time, at least — the PO who shows him his duty station will give him instructions. On the smallest ships, various bridge personnel would take the place of a special life buoy lookout.

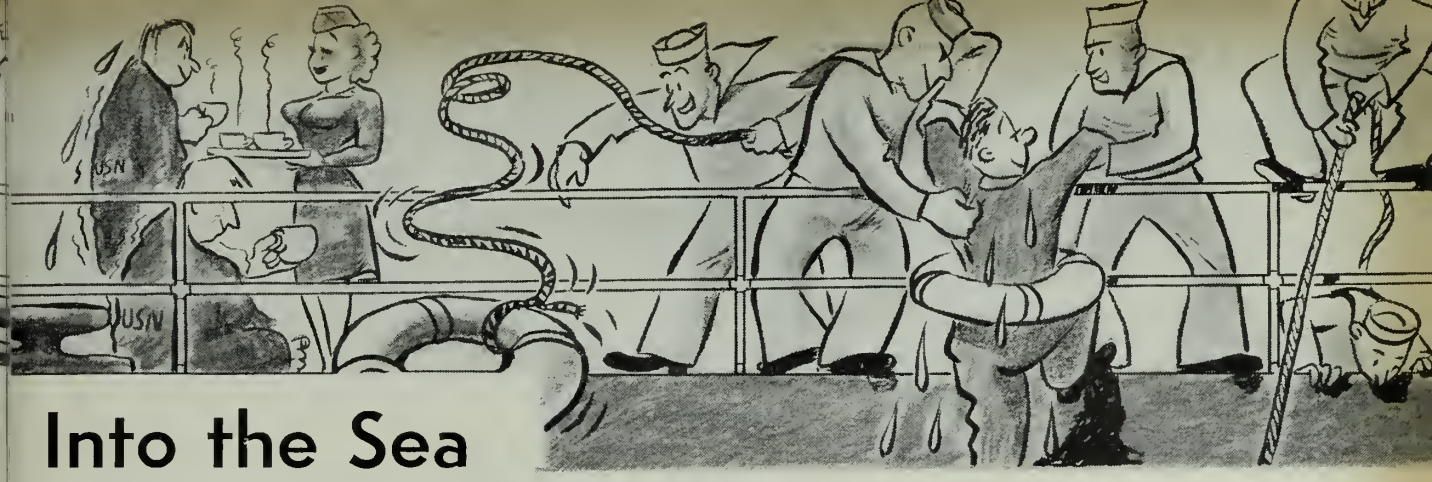
Also, there will be a certain boat designated and prepared for use as a lifeboat. This, ordinarily, will be a motor whaleboat. A lifeboat crew will be mustered and kept ready for instant duty.

Supposing, then, that the night is dark. The ship is cruising along at a steady 12 knots when Seaman Brown suddenly remembers that he left his jack knife up in the forward starboard gun tub when the word came for a clean sweep-down fore and aft. Brown makes his way up the blue-lighted ladder and out onto the dark, windy deck. At the gun tub he finds his knife just where he left it. Before starting back, he leans out over the side to see if there is any phosphorus in the water. Sure enough, there's lots of it — hunks of it as big as lima beans, boiling and tumbling all around where the ship churns up the water. My goodness, just look at it. . . .

There is a whoop of terror and a splash. Sailor John, at his life buoy station, yells "Man overboard!" and things start happening at a great rate.

Not having received any orders from the bridge, Sailor John yells his alarm a couple more times — then gets his life buoy overboard. Attached to the buoy is a light which is activated by flashlight batteries. When it hits the water, the battery container floats upright, causing a mercury switch to close. The light bobs over the waves. . . .

Although he received no orders from the bridge, Sailor John immediately finds that the people up there aren't asleep. He hears a faint jingle of signals and detects that the engines have stopped. He sees two red lights



Into the Sea

flash on, up on the mast. These are the night-time breakdown signal. A different signal would be used in the daytime or in fog. As the ship slows, John hears the lifeboat crew climbing into their boat. Searchlights sweep the water in the vicinity of the life buoy. A dark head bobs near the buoy. An arm encircles the ring. Another arm waves white in the searchlight's glare. Seaman Brown will be all right.

When the ship has slowed to three or four knots, the lifeboat hits the water. With some difficulty because of the ship's rolling, the crew casts off the boat falls. The boat circles back and heads toward the spot-lighted form of Brown who is clinging to the lifebuoy. In a little while a white "star" rises into the air above the boat and falls, fading, back toward the water. That was the Very's pistol signal, indicating that the crew has picked up their man. A red star would have meant "need assistance," while a green one would have signaled this sad news: "cannot find man."

Back aboard ship, Seaman Brown will be asked some pointed questions as to how he happened to tumble into the ocean. Unless his answers are very plausible, he is likely to be unpopular for awhile with a good many people. Nevertheless, he *was* rescued — and that's the important thing.

The procedures described up to this point are included under "Procedure one." Procedure one is used always in peacetime, and also in wartime except when procedure two or procedure three is prescribed by competent authority. Almost five pages are devoted to procedure one in the Watch Officer's Guide, giving detailed instructions for use in various formations and under various conditions of light and weather. Procedures two and three are covered in a publication called General Tactical Instructions. These are used in time of war, under certain circumstances.

There is one piece of advice that is good any time, and it is especially good in time of war. That is this: *Just don't fall overboard.*

In wartime, when a motionless ship is a "sitting duck" for enemy submarines, or when ships are in a strict formation and on an important mission, the plight of the man overboard is likely to be very grave. When possible, other ships of the formation or convoy will often pick up a man who has fallen overboard from a ship further ahead. Still, the relative merits of leaving one man behind or of endangering hundreds or thousands by stopping must be considered in time of war.

Although the Navy has elaborate procedures and detailed directives for rescuing men overboard, it's truly better to stay aboard in the first place. Men have struck projections on the ship's side on the way down, injuring themselves seriously. Others, and sometimes the same ones, have been wounded or killed by sharks or other fish. Sometimes it is impossible to find the floating sailor in darkness or stormy weather.

A man overboard has been known to get run over by a following ship or drawn under by the propeller of his own ship. Pneumonia can be caught as a result of a mid-winter swim, to say nothing of death or incapacitation through the shock of exposure.

Even if a man is picked up almost immediately by a following ship, his troubles aren't automatically done with. If the weather is bad or the mission urgent, it may be a long time before he gets back to his own toothbrush and slumber-sack.

Of course, nobody's going to fall overboard on *purpose,* but then — there's this story:

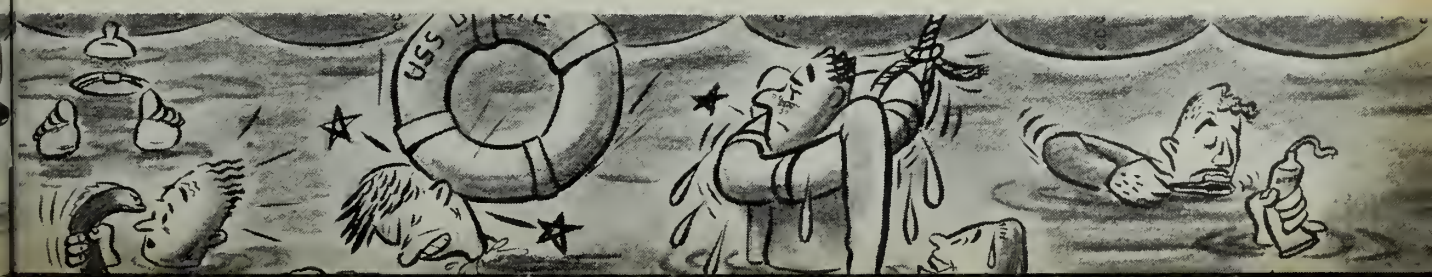
The convoy was plodding across the Pacific — or was it the Atlantic? The area was relatively safe, and time hung heavy. One day one of the thousands of soldiers aboard the transports fell overboard. Immediately there was all kinds of excitement, and the soldier was picked up by a following ship. He was cleaner, cooler, and no less healthy than before.

The next forenoon another soldier fell overboard; that afternoon, still another. With each "man overboard" there was the soul-satisfying flurry of excitement to break the monotony. At last there came a message to all transports from the flagship:

BEGINNING IMMEDIATELY,
FALLING OVERBOARD IS
POSITIVELY FORBIDDEN

It stopped, too.

In war or peace, don't put yourself in a position where you may land in the briny deep, unless you have to — and if you have to, wear a life jacket. That will give you a better chance under procedure one, two or three.



Reservoir of Striking Power



CARRIER REQUALIFICATION of week-end warriors was high-spot of another record year in Air Reserve training.

WHEN the last fighter plane of Carrier Air Group 75 caught a wire on the flight deck of uss *Cabot* (CVL 28) the 1949 "carqual" season of the Naval Air Reserve came to a successful close.

For the "part-time" airmen of CVG 75 and 15 other Naval Reserve air groups, composed of many fighter and attack squadrons, the year 1949 marked the inauguration of a system of training which gave tangible proof of their readiness.

With 5,489 carrier landings behind them, insurance agents, automobile salesmen, factory superintendents and other civilians who donned their flight gear for Naval Reserve week-end flight training, could look back on the year with satisfaction.

It was the first time in the four years since the end of World War II that most of these Reservists had landed on a carrier, and in certain instances it was the first time that some of the pilots had *ever* landed on a carrier.

The carrier requalification of the weekend warriors during 1949 was the highspot of another record year in Naval Air Reserve training.

A record-breaking total of 394,000 pilot flying hours – during 14-day annual training – was chalked up by Navy and Marine Corps squadrons located at 27 Reserve air activities throughout the country. This tremendous total represents an increase of nearly 25 per cent over the 1948 training cruise record—some 302,000 pilot hours.

While statistics on pilot hour time for the entire year are not yet available, it is expected that the Naval Air Reserve will have passed the 1,000,000-hour mark during calendar 1949 – another record achievement.

The year 1949 also saw the advent of other "firsts" in Naval Reserve aviation, including:

• Television training of airmen and pilots at Reserve air stations. This experiment originated at the Navy's Special Devices Center, Port Washington, Long Island, and was carried on with special television classrooms at certain activities, while control groups at other air activities all over the nation studied the value of varying methods of instruction.

• All-jet Navy fighter planes and the latest conventional aircraft made their debut in Reserve training. FH *Phantoms* and FJ *Furies*, both jet fighters, and the new *Bearcat* are now taking their place in the Reserve line-up, along with *Hellcats*, *Corsairs*, trainers and other familiar aircraft of World War II fame.

As one method of increasing the enlisted strength of the Organized Air Reserve, the air program initiated a new plan to indoctrinate 2,100 Reserve recruits in basic naval military requirements and technical aviation subjects. The high-school-age recruits spent eight weeks of the past summer at 20 activities of the Naval Air Reserve Training Command. Following the completion of the course, most

of the recruits were retained as members of the Organized Air Reserve.

Both in the Organized and Volunteer components of the Naval Air Reserve membership jumped.

Approximately 61,000 Naval and Marine Corps Reservists are now actively participating in the air training program.

In the Volunteer Reserve drilling units multiplied to 63 AVUs (Associated Volunteer Units) which provide either flight training or ground school instruction, and 105 VAUs (Volunteer Aviation Units) which consist of lecture sessions sponsored by naval districts.

In the 1949 "carqual" program, five aircraft carriers were employed for the Reserve indoctrination: *Franklin D. Roosevelt* (CVB 42), *Cabot* (CVL 28), *Wright* (CVL 49), *Siboney* (CVE 112), and *Saipan* (CVL 48).

Here is what the rigorous training program of carrier operations consisted of: take-offs and landings on flight decks, catapulting, formation tactics, fighter interception problems, air-to-air gunnery, strafing, dive bombing, rocket firing, and anti-submarine exercises.

And while the pilots were flying, the hard-working Naval Air Reserve crewmen were doing "overtime," servicing the aircraft with gasoline, oil, bombs and ammunition to keep the planes in the air during training cruises when every minute was precious.

When the last carrier qualification was completed the air crews were commended for keeping aircraft availability at an average of more than 90 per cent.

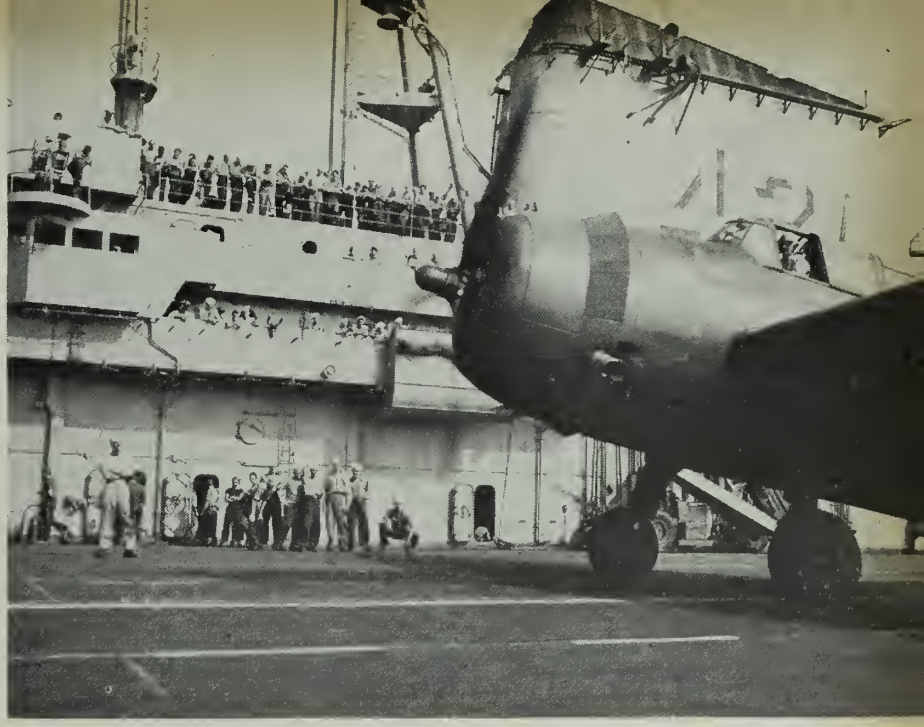
Typical of the praise bestowed upon the carrier groups was that given by the commanding officer of uss *Saipan*.

"I'd be glad to have this Reserve squadron assigned to my ship," he said of CVEG-62 which, during its training cruise, completed 383 take-offs, 64 catapults and 447 carrier landings without even blowing a tire. The pilots average 32.5 carrier hours each.

A radio news commentator went on one of the carrier qualification cruises as an interested spectator. His comments given on a nationwide broadcast serve to show the impression the Reservists made on a civilian bystander.

"From what I've seen these Navy pilots are about as good as they were five years ago," the commentator said. "A little older, maybe a little more cautious. . . . They flew down from Floyd Bennett in New York — *Corsair* fighters and torpedo bombers. Most of them hadn't landed on a carrier for four years.

"They represent a cross-section of civilian life. This is their two weeks of active duty, and believe me it is *active!*"



HIGH PRAISE was accorded the Reservist pilots and hard-working crewmen for a group performance that offered tangible proof of their readiness.

Before boarding the carrier the Reservists had made simulated carrier landings for five days at Pensacola, flying from six in the morning until seven at night. When they flew out to land on *Cabot*. the commentator said, they came in like veterans. "Those salesmen and insurance agents haven't lost their skill," he added.

"How soon would these men be in operation in the event of war? I don't



REARMING of a *Hellcat*'s wing guns is observed by recruits who took the cruise while enrolled in the Air Reserve's eight-week training course.



SEA-GOING trainees, as part of their indoctrination course, watch flight deck operations from the portside catwalk of USS *Franklin D. Roosevelt.*

know – they argue about that themselves. But it certainly wouldn't be long.

"They're flying operational aircraft, still in use in the fleet. The bombing, the gunnery and the flying of this Reserve group from Floyd Bennett measured up to some performances I've seen by units of first line pilots.

"This Reserve program," he concluded, "represents an insurance policy and at very little cost."

There was only one major accident marring the carrier operations of the Reservists during the entire year. Lieutenant Commander L. K. Droom, USNR, skipper of Air Group 87, was killed when his plane crashed into the sea. Otherwise no pilots were injured or hurt. Damage to aircraft in carrier landings was negligible.

More than 32,500 Navy Reservists (8,200 officers and 24,300 enlisted men) participated in the 1949 Organized Air Reserve training program. A ready "reservoir of striking power," the 1949 Organized Reserve includes 55 carrier groups of fighter and bomber pilots, 25 patrol squadrons, 25 transport squadrons, 47 FASRons, two photographic squadrons and one blimp squadron.

Reserve patrol squadrons engaged in special training. Patrol Squadron 56, of Jacksonville, Fla., for example, engaged in maneuvers with the British frigate HMS *Snipe.*

While *Snipe* tracked the Reservists on its radar and "defended" itself with deck guns, the "enemy" weekend pilots attacked the ship. Frigate Commander C. G. Walker, Royal Navy, complimented the Reservists on their excellent marksmanship and air discipline.

Other patrol squadrons trained with fleet submarines and polished up on the latest A/S warfare. The single lighter-than-air squadron in the Reserve command, ZP-51, NARTU, NAS Lakehurst, N. J., engaged in anti-submarine operations off Long Island, N. Y., with Submarine Squadron Eight. During training operations near Virginia Beach, Va., the blimps provided anti-sub coverage for an amphibious task force.

Flight training has been established in the Organized Reserve on a squadron basis, with a required 100-hour minimum flight syllabus supplemented by ground-school courses.

To keep up its quota of Reserve pilots, the Navy went into its second post-war year of NavCad training. Under this program, which extends to 30 June 1950, a total of 1,200 qualified young men will be trained as aviation cadets and future Reserve officers of the Navy and Marine Corps.

The first all-jet fighters, along with the speedy *Bearcat,* entered the Naval Reserve training program in the late fall of 1949, presaging a more varied type of instruction for Reserve airmen next year.

Climaxing three years of preparation, during which the development of the Naval Air Reserve moved from the blueprint stages to that of a highly organized activity, the opportunity of training in the latest types of operational equipment indicates very definitely that the weekend warriors have "arrived."

The FH *Phantoms* and FJ *Furies* were delivered first to three Naval



DETAILED scale plan of carrier flight deck is used to explain spotting of aircraft. Intensive training was given all newly obtained Reserve EMs.

Air Stations – Floyd Bennett Field, N. Y., Willow Grove, Pa., and Oakland, Calif. The *Bearcats* went on Reserve flying duty at NAS Glenview, Ill., and Olathe, Kans.

The new equipment is being made available to nine Reserve stations in a procurement program which extends until Spring of 1950.

The latest training technique in the Naval Air Reserve, television, was organized last summer, with the instruction broadcasts using facilities of the National Broadcasting System. Special video classrooms were set up at Floyd Bennett, Willow Grove and NARTU Anacostia, D. C.

Serving as guinea pigs for the visual course, aircrewmen and pilots of the Air Reserve at other stations all over the country were used as control groups. While the groups at the three stations actually using video attended lectures on pilot training for officers on Saturdays and airmen instruction on Sundays, the control groups aided in measuring the effectiveness of the method.

One group at NAS Squantum, Mass., was given face-to-face instruction by the same teachers who had lectured by television to the experimental classes. The second control groups at NAS Minneapolis, Minn., NAS Grosse Ile, Mich., and NAS Akron, Ohio, received instruction from local teachers who followed the lesson plans provided by the video instructors.

A third group at NAS Glenview, Ill., NAS Olathe, Kans., and NAS Dallas, Tex., were instructed by means of kinescopic recordings of the television lectures.

As a result of this revolutionary experiment, the television technique is now being studied for adaptation by other components of the armed forces.

During 1949 progress was also made in the Volunteer Air Reserve program. Now in an active drilling status, either with organized units or with AVUs are a total of 6,800 Volunteer Reservists who contribute their time without benefit of drill pay.

Marine Reservists participating in the training program now number 8,000 (including both organized and volunteer units). More than 10,000 Air Reservists are in an active duty status, in administrative posts and serving as stationkeepers.



INSTRUCTION is given in the operation of a 40mm. quad (above). Below: Boatswain's mate gives 'air boots' the word on anchors and hawse pipes.



LANDING SIGNALS (below) are explained by carrier's LSO. Reserve pilots made 5,489 carrier landings during the year's rigorous training program.



WAVES OVERSEAS



FIRST enlisted Waves assigned permanent duty in Europe stroll in Grosvenor Square near their new Navy home.

THE transport's captain scratched his head.

There they were, all 12 of them, in the blue, complete with seabags, ready to board his ship — the first draft of the U. S. Navy's enlisted Waves to be assigned permanent duty in Europe.

The dozen smart-looking girls were bound for London, England, and the Flag Administrative Unit of Admiral Richard L. Connolly, senior naval commander in Europe, whose headquarters are in London.

Oddly enough however, the girls crossed the Atlantic not in a Navy but in an Army transport, *General Maurice Rose*. The ship at the time was making its last trans-Atlantic crossing under the Army's jurisdiction.

The ship's "skipper," an Army lieutenant colonel, saw that no effort was spared to give the Navy girls a pleasant trip. Bingo games were staged in the ship's mess hall in the evenings, and, for the most part, the girls were given free run of the ship.

The gals in blue responded in kind. One of the twelve, Loreen Wentworth, YN1, volunteered to act as a shipboard reporter for *General Maurice Rose's* excellent daily newspaper. Another, Calista Westrick, YNC, did tricks with a typewriter in the squadron commander's office.

After the busy and pleasant voyage, *General Maurice Rose* pulled into Southampton and the Waves got a totally unexpected but royal welcome from the British press. Reporters and photographers showed up in strength at the pierside to interview the twelve and to take pictures of these sailors in skirts.

These preliminaries over, the girls were then bustled into a train to be taken the 50-odd miles to London where they reported for duty at 18 Grosvenor Square, headquarters of the Commander in Chief, Naval Forces, Eastern Atlantic and Mediterranean, and the focal point of the U. S. Navy's activity in Europe.

The girls, all of whom volunteered to go to London for two years' tour of duty, live in apartments ("flats") a short walk from their jobs at Grosvenor Square. Each receives a quarters and subsistence allowance since there are no quarters provided for them in London.

Do they like their duty?

"Really, it's smashing, you know," they say.



INTERESTING sights about the great British capital are pointed out to three of the Waves by a London bobby.

Small Arms Competition; Navy Sports Report

RULES on competition for expert and distinguished rifle and pistol medals have been announced by BuPers in a new publication, *Landing Party Manual,* which is now being printed.

Soon to be distributed to the Navy, the new publication contains all current regulations on small arms marksmanship, and the methods for applying for medals which have been earned in legitimate competition. The *Landing Party Manual* supersedes the *Landing Force Manual,* which was last revised in 1946.

Here is the latest information on small arms competition:

• *Expert small arms medals* — All officers and enlisted personnel (including women personnel) are eligible to compete for expert small arms medals, with the exception of Medical and Dental Corps personnel, who are prohibited from qualifying in small arms unless they are actual members of a landing party and are authorized to carry small arms for self protection. In such cases their commanding officers must certify as to their eligibility.

Once obtained, the expert qualification continues in effect four years from the date of qualification, when the individual must requalify in order to be eligible to continue wearing the appropriate ribbon. Expert medals once issued are not required to be returned upon failure to requalify or lapse of qualification, but are kept by the man for future use. Only one such medal is ever issued to any individual for the same small arm.

Naval personnel desiring to qualify in small arms should request permission from their commanding officers or other proper authority, who will ordinarily make arrangements to give interested personnel an opportunity to qualify if adequate facilities are available.

Upon qualification, Navy Small Arms Sheet Two must be properly filled in and forwarded to the Chief of Naval Personnel (Attn: Pers 10). BuPers then checks these forms and forwards medals to the COs of eligible personnel for presentation to them. Ribbons are authorized to be worn on the uniform in place of either the expert pistol shot medal or the expert rifleman medal.

• *Distinguished pistol shot and marksman* — After personnel attain the proficiency of experts, many opportunities are available for attaining recognition in small arms. At present there are three major championship matches in which naval personnel may compete for credit toward the coveted Navy distinguished pistol and marksman designation — the highest award authorized for Navy small arms competition.

These three championship matches are: the National Championships, held under the sponsorship of the National Rifle Association; the Fleet Championships, one for the Pacific Fleet (Pacific Ocean Area) and one for the Atlantic Fleet (Atlantic Ocean Area); the U. S. Navy Championship Matches, which will normally be held each year and composed of the best qualified shooters placing in the Fleet Matches. Credit may also be given



HARDWARE display is ample evidence that CHMACH Offut Pinion, USN, nation's eighth ranking pistol marksman, is both active and accurate.



SWIMMING TEAM at NAS New Orleans receives trophy for aquatic excellence. Presentation is made at inspection by station CO to the team captain.

Promising Speedster Aims for Olympics

Flying is old stuff to John P. Lafferty, AD1, USN, but when he transfers flight theory to his legs and begins burning up the cinder paths, it usually means another track trophy added to an already large collection.

Stationed at NAS Argentia, Newfoundland, Lafferty was practically unknown until about a year ago when he entered a 10-mile road race and finished a close second to the Newfoundland champion.

After that he became a "name" in local running circles and winning races became a habit. In the All-Newfoundland Track and Field Meet held at St. Johns this year, Lafferty entered and won both the mile and half-mile events. In the Feildian Meet, also held in St. Johns this year, he entered the same two events with the same results, much to the despair of the field of Newfoundlanders and Air Force runners who were forced to watch him — from the rear.

Married, the father of three daughters and possessing a record of 12 years unbroken service in the Navy, Lafferty is pointing to the 1952 Olympic Games as a goal. As a warm-up for the hoped-for trip to Helsinki, Finland, scene of the 1952 games, he entered the 1949 Boston Marathon and finished 24th in a field of more than 185 experienced runners.



FLYING FEET of J. P. Lafferty, AD1, carried him to 2 wins in All-Newfoundland Track and Field Meet.

for participation in other matches, as determined by BuPers in each individual case.

Individuals who have earned three medals (commonly referred to as legs) in any one or any combination of the matches mentioned above, will be automatically issued the appropriate distinguished medal.

Medals of gold, silver and bronze are awarded by the Chief of Naval Personnel to individual competitors who qualify in the Fleet Championship Matches and U. S. Navy Championship Matches, upon receipt of the official score sheet in BuPers.

During the small arms year 1 July 1948 to 30 June 1949 BuPers issued nearly 800 expert pistol shot medals and 285 expert rifleman medals to eligible officers and enlisted personnel of the Navy and Naval Reserve. During this same period four distinguished pistol shot medals were awarded. A new ribbon to be worn instead of the distinguished medals is identical to the expert ribbons, except the stripes are of gold thread on the blue background.

Small arms trophies which were once proudly displayed by winning commands prior to World War II have been turned over to the Navy Department Curator for storage, and new trophies have been purchased for the forthcoming Fleet and U. S. Navy Matches.

All-Navy Basketball

A best two-out-of-three-games tournament between the two inter-group championship teams will constitute the All-Navy basketball championship for 1949-50.

The title tourney will be held at Norfolk, Va., the week of 12 Mar 1950. The inter-group playoffs preceding the championship event will consist of the best two out of three games tournaments as follows:

- West Coast Group vs Pacific Fleet Group.
- Hawaiian Group vs Far East Group.
- Winner of West Coast-Pacific Fleet tourney vs winner of Hawaiian-Far East turney.
- South Central Group vs Atlantic Fleet Group.
- Middle Atlantic Group vs Northeastern Group.
- Winner of South Central-Atlantic Fleet tourney vs winner of Middle Atlantic-Northeastern tourney.
- All-Navy championship tournament will be between the team that is champion of the West Coast, Pacific Fleet, Hawaiian and Far East Groups and the team that is champion of the South Central, Atlantic Fleet, Middle Atlantic and Northeastern Groups.

All officers and enlisted personnel on active duty in the Navy, Marine Corps and Coast Guard, including members of reserve components on active duty for periods of more than 90 days, are eligible to participate in All-Navy basketball competition. Personnel of the Army and Air Force at-

All-Navy Sports Calendar

Football
Saturday, 17 Dec 1949
Los Angeles Coliseum
Los Angeles, Calif.



Bowling
13-15 Feb 1950
(telegraphic matches)



Basketball
Week of 12 Mar 1950
Norfolk, Va.



Wrestling
Week of 26 Mar 1950
Washington, D. C.



Boxing
Week of 21 May 1950
San Diego, Cal.



Tennis
Week of 16 July 1950
USNA, Annapolis, Md.



Golf
Week of 6 Aug 1950
Glenview, Ill.



Swimming
Week of 20 Aug 1950
Memphis, Tenn.



Softball
Week of 10 Sept 1950
Treasure Island, Calif.



Baseball
Week of 17 Sept 1950
Pensacola, Fla.



Football
Saturday, 16 Dec 1950
Washington, D. C.



tached to Navy units are permitted to participate as members of a Navy team through the All-Navy championship level. However, combined participation by personnel in this category is limited to not more than 50 per cent of Army and Air Force personnel playing on a Navy team at any one time.

For additional details on the tournament, see BuPers Circ. Ltr. 177-49 (NDB, 31 Oct 1949).

Telegraphic Keglers

Contestants competing for the All-Navy bowling championship for 1950 will pit their skill against opponents hundreds of miles away.

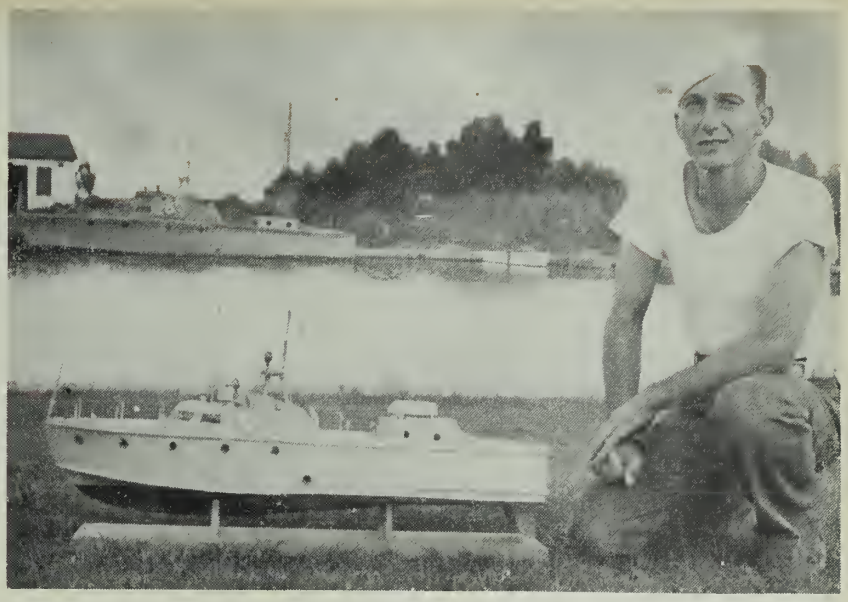
Next year, because of the need for economy in travel, the All-Navy title matches will be telegraphic.

With the best district, area or type six-man team within each sports group representing that group, championship matches will be conducted in each of the eight sports groups. The certified score of these top group teams will be forwarded to BuPers, where, on the basis of these scores, the All-Navy bowling champion for 1950 will be determined.

The system that each group will use in selecting the champion bowling team of the group is outlined in BuPers Circ. Ltr. 163-49 (NDB, 31 Oct 1949). This directive also contains complete information regarding augmentation, eligibility, awards and other pertinent information.



ADMIRING glances light the eyes of singing star Julie Wilson and 'Chips' Norris of the AirPac Hellcats.



PROUD builder P. W. Bradford, EN2, of NAS New Orleans, invites comparison of his detailed scale model AVR with its prototype in the background.

All-Navy Wrestling Tourney

Contenders for the All-Navy wrestling crown for 1950 will tussle on the mats at the U. S. Naval Receiving Station, Washington, D. C., the week of 26 Mar 1950.

A designated commander within each of the eight sports groups will act as host of a tournament to determine the champion wrestlers of his group in each of the weight groups. Next, four inter-group matches will be held, with the champions of each of the eight groups pairing off as directed by BuPers, and the champions of these four matches will journey to Washington, D. C., for the finals.

The eight weight groups in which competition will be held are: flyweight—115 lbs.; bantamweight—125 lbs.; featherweight—135 lbs.; lightweight—145 lbs.; welterweight—155 lbs.; middleweight—165 lbs.; light-heavyweight—175 lbs.; heavyweight—over 175 lbs.

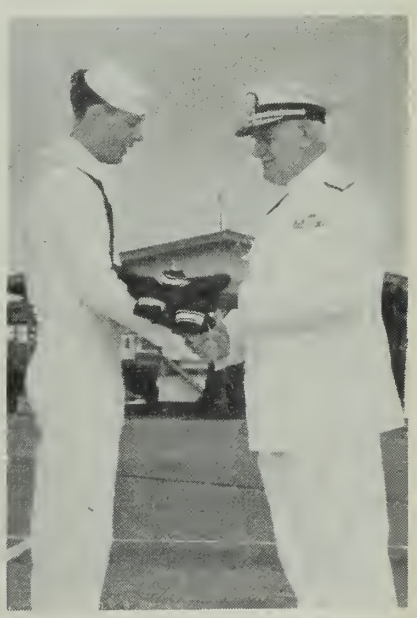
Official AAU Rules for Wrestling will govern the conduct of the All-Navy tournament. For full details on the competition see BuPers Circ. Ltr. 180-49 (NDB, 31 Oct 1949).

32 All-Navy Boxing Finalists

Thirty-two instead of the usual 64 sluggers will converge on San Diego, Calif., next year for the All-Navy boxing finals — which are being held the week of 14 May 1950.

As usual, a commander in each sports group will conduct a tournament to select the eight top boxers within his group. However, in 1950 an extra elimination will take place after the group level competition and before the finals. In this elimination the eight champs from each group will be paired off with the champions from other groups designated by BuPers. The 32 winners of these inter-group contests will journey to the finals.

Weight classes of competing fighters will be: flyweight—112 lbs.; bantamweight—118 lbs.; featherweight—



OUTSTANDING baseball star W. E. Stewart, SN, is awarded a jacket by RADM John E. Wood, SC, USN.

SIDELINE STRATEGY

Watch for a sizzling Quantico hoop squad this year! The leathernecks, smarting from their defeat at the finals last season, are back in the fray with blood in their eye, and under a new coach, Major Anthony Caputo, USMC, who mentored the Cherry Point Marines last season. According to reliable scuttlebutt, Quantico is loaded for bear.

* * *

Ever hear of a pitcher making an unassisted triple play? According to Commander E. M. "Nig" Waller, USNR, such a thing happened back in 1935, when he was playing on a local team in the final game for the Murfreesboro, Tenn., city championship. Softball rules at that time stated that a runner could not leave his base until the ball had crossed home plate, or was hit by the batter. Commander Waller's team was leading by two runs in the last of the ninth, when the opposition loaded the bases.

Commander Waller took over on the mound, wound up and delivered the ball towards the plate with a sharp backspin on it. The ball hit the ground halfway to the plate, spun, and stopped. All three runners broke from the bases and were promptly called out by the umpires. The ball never did reach home plate!

* * *

The question of whether athletes make the most successful naval officers was recently investigated and some interesting statistics came up. The records of all graduates from the Naval Academy from 1910 through 1930, were examined and the percentage of athletes and non-athletes reaching the various ranks was checked. As published in the *Naval Institute Proceedings*, the findings seem to agree with the long-standing assertion that "athletes make the most successful officers."

In 12 out of 20 classes the athletes exceeded the general class average in reaching the rank of lieutenant commander. In 15 out of 20 classes the athletes exceeded the class average in reaching the ranks of both commander and captain. In seven out of 10 classes the athletes exceeded the class average in reaching flag rank.

An exception were those athletes who had won letters in football. In about half the classes football players exceeded the class average in reaching higher ranks, but in other classes dropped below the class average.

Says the article: "It seems to be quite conclusively indicated that the athlete who wins his 'N' at the Naval Academy is a better bet as a successful naval officer of the future than his classmate who does not achieve equal success in athletics."— Earl Smith, JOC, USN, ALL HANDS Sports Editor.



126 lbs.; lightweight—135 lbs.; welterweight—147 lbs.; middleweight—160 lbs.; light-heavyweight—175 lbs.; heavyweight—any weight.

Any person having professional experience will not be permitted to participate in All-Navy boxing competition. For full details on how the tournaments will be conducted, see BuPers Circ. Ltr. 183-49 (NDB, 31 Oct 1949).

Hoop Scoop

A basketball clinic to exchange ideas and discuss coaching methods and techniques was held at NAS Moffett Field, Calif. Interested athletic officers, coaches and players from 12th Naval District activities attended.

Guest instructors were the basketball coaches of Stanford University, University of Santa Clara and Menlo Junior College. Classes in instruction and fundamentals were held daily over a four-day period.

Russians Return 9 DEs

Nine Navy destroyer escorts, loaned to the Soviet Union under a Lend Lease agreement in 1945, have been returned by the Russians.

The nine ships, *Tacoma, Charlottesville, Long Beach, San Pedro, Coronado, Ogden, Allentown, Machias* and *Sandusky* were brought into Yokosuka harbor, Japan, and there were returned to the U. S. Navy.

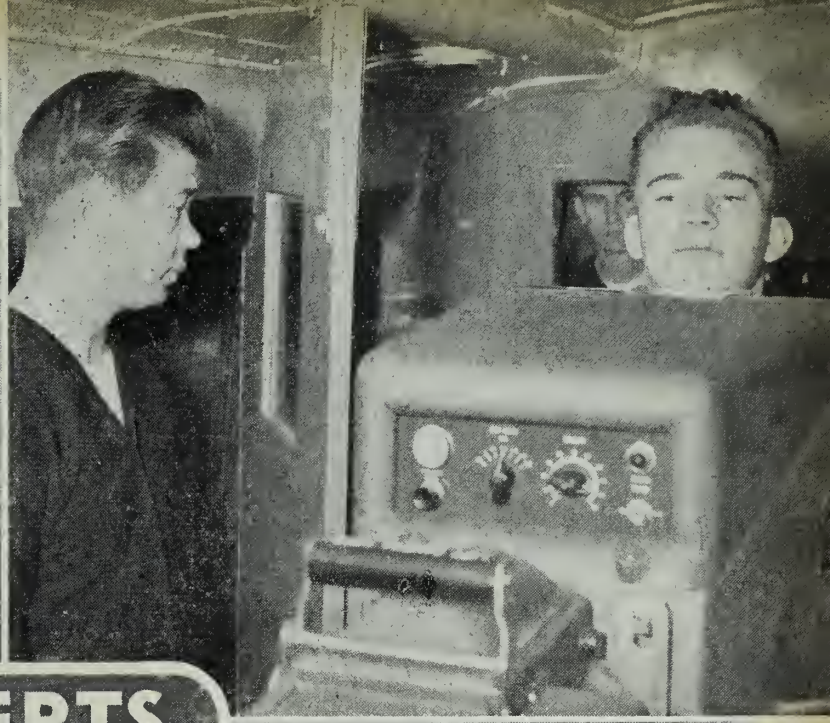
In a brief ceremony held on the quarterdeck of *Tacoma* with the Americans on one side and the Russians on the other, command of the ships was turned over to Rear Admiral Benton W. Decker, USN, U. S. Navy representative, by Captain Korovkin, the Russian flotilla commander.

Admiral Decker and Captain Korovkin exchanged ships papers. Then the Soviet naval flag, the hammer and sickle and star, was lowered from *Tacoma's* flagstaff and the United States emblem was hoisted. A naval band played the Soviet national anthem and the Star Spangled Banner.

Following the ceremony, the Russian sailors filed off the nine DEs into a waiting Navy landing craft. The landing craft took them to a Russian freighter, *Tohol*, on which they later sailed for Vladivostok.

Some of the Soviet officers attended an official reception held for Allied visitors by Admiral Decker.





X-RAY EXPERTS

THE HEALTH of Navy personnel is excellent. In line with its mission of keeping it that way, the Navy Medical Department has commissioned a well-equipped, mobile X-ray unit in the 13th Naval District. The unit is housed in a large bus and weighs approximately 13 tons.

Based at the Naval Hospital, Bremerton, Wash., Mobile Photofluorographic Unit 11 will visit all activities in the 13th Naval District annually, taking chest X-rays of naval personnel and Navy-employed civilians. The unit is capable of taking 600 X-ray pictures a day.

* * *



Clockwise from above: Technician at control panel prepares to 'shoot' chest X-ray. Subject is posed before the machine. Film is processed in developing unit. Findings are recorded after a careful check of the X-rays







"... some are natural-born leaders ..."



"...a poor leader often has great persuasive powers..."



"... tests are free of 'opinion influence' ..."

Scientists Studying

WHY do some men make good leaders and others fail? Is it true that some are "natural-born" leaders? What *is* leadership?

Navy scientists have been asking themselves questions like these – and then going out and finding the answers.

A group of "personality probers" working under the Office of Naval Research is engaged in one of the most unusual projects ever sponsored by the Navy. They are conducting an exhaustive investigation of the reasons why you think and act the way you do. Some of the facts uncovered are startling.

For example, scientists find that many mistakes are made by persons in positions requiring good judgment of leadership in others. Executives, teachers – and others often pick "poor" leaders and pass up those with "good" leadership ability – according to standards of psychology.

Evidence indicates the type of individual who "takes over" the direction of a group often has poor leadership qualities. However, such a "poor" leader often has great persuasive powers – and sometimes persuades a group to approve bad decisions.

It has been found that when two identical groups performing the same type work show a marked difference in production the reason is the leader of the low-producing group spends a large per cent of his time giving detailed instructions to his subordinates on how the work is to be done, and prods them to produce more.

The leader of the high-producing group spends most of his time watching out for the welfare of his men and gives instructions on *what* is to be done, but leaves most decisions as to *how* it will be accomplished to subordinates. He does not badger his men to increase production.

Another significant factor noted is that the leader of a low-producing group is usually worried about his position in the organization and how he is regarded by senior officials. The average leader of a comparative high-producing group is confident of his position and is certain his superiors have a high opinion of him.

Probably the most significant development of scientists probing into this field are the "leadership ability" tests devised. These tests are designed to "add up" a man's leadership factors and provide an evaluation of his leadership ability, free of any emotional factors or "opinion influence." Properly applied, these tests may eventually become as reliable in accomplishing their purpose as is an adding machine in summing up a column of figures.

Some of these tests are already in use. Currently the Navy is testing prospective aviators prior to approving them for flight training. If tests indicate an applicant lacks certain qualifications that would prevent him from becoming a good officer and pilot, he is weeded out before beginning training. A vast amount of money may be saved through use of these tests, since it costs the Navy approximately $35,000 to train each of its pilots. Before applicants were screened by these tests only 64 graduated out of each 100 who began training. Many of the remaining 36 who flunked out did so in the latter stages of training – after a large amount of money had been spent on them.

It will take several years to evaluate properly just how

Why You Are You

successful these tests are in weeding out unfit candidates, but already indications are that a much greater percentage of "tested" students are proceeding successfully with their training.

Testing prospective aviators is only one of many thousand potential uses of these tests. There is a possibility they can be perfected to the stage where the Navy could test every prospective officer and enlisted man and be able to analyze and determine the exact amount of leadership ability each possessed. By using careful selective methods in procuring personnel the entire complement of the Navy might eventually reach an unheard-of high in efficiency.

Several unique series of tests are used in detecting leadership ability – or its absence. In one of these tests a group of men – unacquainted with each other before the test begins – get together in groups of two or four in a large workroom. One wall of this room has a one-way mirror-window through which scientists on the outside can see in, but those inside the room cannot see out. Highly-sensitive microphones pick up even low whispers, and recording machines record all conversations for later study.

Each group in the room goes to work at a particular job. One lays out a basketball court. Another performs a reasoning problem. A third does clerical work. Other groups discuss current problems and assemble and set up a backboard for darts. A sixth group works at an example of cooperation.

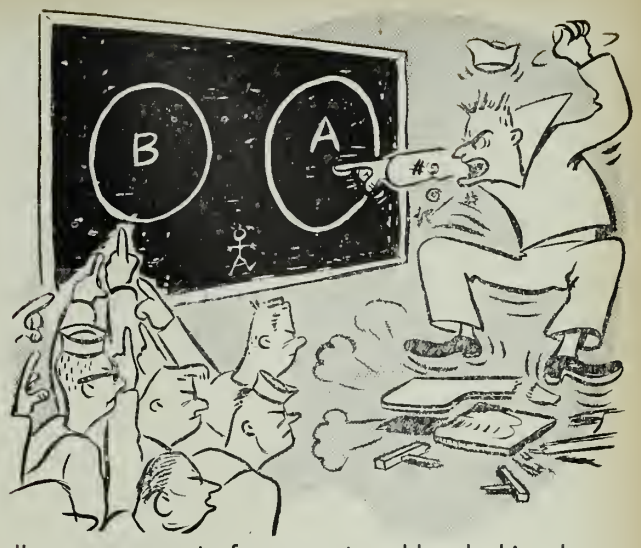
The "cooperation" is an unusual game. It is played with a large board approximately four-foot square. In the center of the board is a pyramid with a spiral, grooved track running around its outside like a winding stairs. The trick is to tilt the table so that a ball travels in the groove to the top. Four men – one at each corner – manipulate the table.

As they work, each man makes suggestions as to the best way of working the ball upward. Each suggestion made is graded by the watching scientists as a "key suggestion" or as a "minor suggestion." The group leader is the man whose ideas do most to complete the job.

By analyzing the results of these tests, scientists can determine both the degree of leadership ability each man tested possesses and whether his leadership talents are in the "intellectual" or "mechanical" fields. It has been found that a leader in intellectual jobs is likely to be a leader also in clerical and other jobs where "mind work" predominates. However the "intellectual leader" is not so likely to be the leader in accomplishing mechanical tasks.

When groups of high-school age boys were given these tests the results obtained were compared with marks they had been given by instructors in school. In very few cases did the results coincide. Many boys who had been receiving low marks in leadership actually possessed high leadership ability. Other students who had been receiving high marks as leaders were found to have a poor leadership rating.

Another test to determine "group influence upon individuals" produced amazing results. Only one person was tested at the time, with seven "stooges" employed. After each naive subject had been questioned he left the



" . . . no amount of argument could make him change his mind . . . "

room before the next person to be tested entered. None of the men being tested was aware the other seven persons present were "stooges," coached to give incorrect answers.

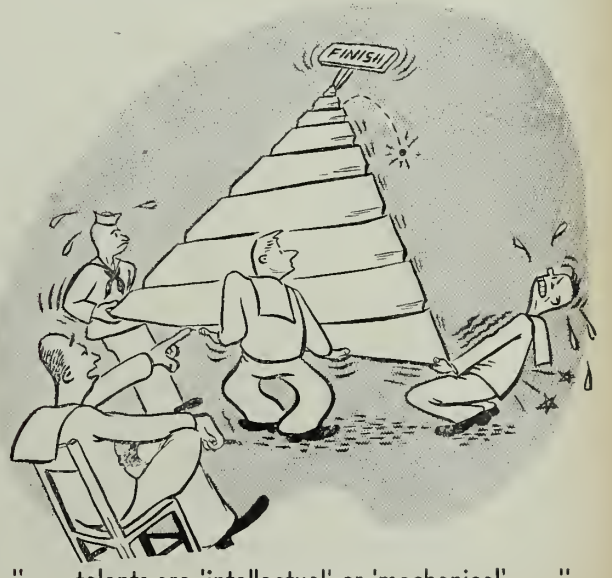
In each test the eight people involved were seated before a blackboard containing two circles marked "A" and "B." The scientist conducting the test first asked each of the seven "stooges" to indicate which circle was larger. All seven indicated circle "B," which was actually the smaller circle.

The first man tested hesitated when called upon, stated he was uncertain which was larger, but finally agreed that circle "B" was larger after being prompted by several of the "stooges."

The second man tested stated firmly there was no question in his mind – circle "B" was larger.

The third man tested stated he was positive that circle "A" was larger, and no amount of argument by other group members could make him change his mind.

By use of this and similar tests scientists can analyze



" . . . talents are 'intellectual' or 'mechanical' . . . "

to what degree anyone is swayed by the opinion of the majority. In any large organization such as the Navy most important decisions are made after the subject has been examined by a conference of officers. By subjecting officers and prospective officers to tests of this type it can probably be determined to what extent each individual's opinion will be swayed by the reaction of other members of a group, and whether he is suitable to serve on boards, staffs and other decision-making groups.

In an effort to find out how much "leadership ability" of men can be improved through instruction in leadership psychology, an experiment was conducted at the U. S. Naval Academy, involving two classes of midshipmen.

Prior to the beginning of a regular semester both classes of men were given a series of tests designed to measure their leadership ability. One class was then given a course in leadership psychology, the other was not. At the end of the semester both classes of men were again tested for leadership ability. The class not subjected to the leadership course showed on the average, only slight changes in their leadership rating. The class given the course showed, on the average, a marked increase in leadership talents.

The investigations conducted and results obtained so far barely scratch the surface of the multitude of problems in this field in which the Office of Naval Research is probing. Some of the problems being tackled include:

- Whether groups, committees, conferences, etc., operate in an efficient manner — that is, does the combined intelligence of the members of a group produce the results it should? By studying the size of various groups, the problems faced and what is accomplished, Navy scientists hope to figure out how groups may operate more efficiently.
- To find out how the religious, racial and economical background of men affects their ability to cooperate with each other. By isolating those friction-producing factors which hinder people from working with others having a different background, the chances of discovering effective solutions to these problems will be increased.
- To try finding a method or devising a better technique for communicating ideas, policies, and values. To find out, for example, how well the executives of an organization are getting their ideas across to their employees and, in turn, how well the employees are getting their ideas across to their employer.
- How is the growth and development of an individual affected by his early home life, culture and the level of society in which he lives during his intellectual development? By probing into the background of thousands of men who have attained different levels of success and development, scientists will be able to see if any general pattern exists that governs a man's goals and values in life, his levels of aspiration, and how they contribute towards his efficiency or inefficiency.

The Navy first poked its inquisitive nose into this branch of science in late 1946. Investigations began after scientists pointed out that while great progress was being made in the "technical fields," nothing was being done to improve conditions in the "human field."

The Navy, these scientists said, is the largest technical organization in the world. It is made up of a wide variety of ships, planes, weapons and equipment that represent the developments of scientific research. The effectiveness of this equipment, the scientists argued, depends upon the men who operate it, and if we cannot figure out ways and means to improve the efficiency of individuals and groups, then our technical progress is just like shovelling sand against the tide.

These "personality probers" say that if man had spent as much time studying himself as he has to building a better mouse trap, he would now be one smart cookie. Serious scientific study of human behavior has been carried on for only about 25 years, as against the centurys of scientific progress in the "material fields."

It will be a long time before the "thinking processes" of an individual can be analyzed as easily as a flaw in the main engines can be detected, but Navy scientists say that day is coming. — Earl Smith, JOC, USN.



"... the effectiveness of this equipment ... depends upon the men who operate it ..."

LETTERS TO THE EDITOR

Orders to Fly

SIR: I have read the August issue of ALL HANDS in which you say that a Navy man must obey orders to travel by air even though he isn't especially keen to do so (ALL HANDS, August 1949, p. 30).

To carry the argument one step further, it is my opinion that a man can be issued orders to fly *for transportation* as you say but that he cannot be issued orders to make a flight *as a crew member* without his approval unless he is attached to naval aviation. Am I right? —W. W. C., AFC, USN.

• *Chief, you just flew into bumpy weather.*

The basic principle remains that all military personnel are required to obey lawful orders issued by a competent authority. Moreover, as long as there is no local law or regulation which states that naval personnel of any rating whatsoever may not be ordered to flight duty, any order to fly would be binding.

It is somewhat unlikely, however, that any flight order (whether the kind of orders giving rise to entitlement to "flight pay" for a more incidental and perhaps non-recurring order to participate in some duty status in a flight) would be issued to personnel not attached to aviation.

This fact, however, does not alter the basic principle that lawful orders of competent authority are required to be observed. — ED.

Allowances for Children

SIR: I have a question in mind concerning allowances for a dependent son. At present I am receiving family allowance for my son who is 17 years of age. Early next year he will become 18 years of age. He will be enrolled in college after he becomes 18 years old. My question is, will I be able to continue receiving family allowances benefits for him? If so, will it be necessary to file an affidavit to the effect that he is totally dependent upon me due to his pursuit of higher education?—D. O. B., YNC, USN.

• *Under the Servicemen's Dependents Allowance Act, as amended, family allowance benefits in behalf of a minor child are terminated after payment for the calendar month in which the child attains the age of 18 years. There is one exception, which obviously doesnt' apply in your case. If the child is physically or mentally incapable of self-support, the Act provides for continued payments. In that event, a doctor's certificate must be submitted to the Bureau of Naval Personnel.* — ED.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letters to: Editor, ALL HANDS, Room 1807, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

Ribbon Earned by LST 460

SIR: Is an individual who served aboard USS LST 460 from 1 Oct 1944 through 15 Nov 1944 entitled to wear the Philippine Liberation Ribbon with star or the Philippine Liberation ribbon alone?

We left Humboldt Bay, New Guinea, on the morning of 16 Oct 1944 and arrived in Leyte Gulf at daybreak 22 Oct. We made one more convoy trip into Leyte Gulf several weeks later and underwent an air attack. R. F., CAPT (MC), USNR.

• *Records show that USS LST 460 is entitled to the Philippine Liberation Ribbon (without star) for participation in the Leyte Operations 5-18 Nov 1944.* — ED.

Coast Guard Service

SIR: I served in the Coast Guard through the entire war (Nov 1944 through June 1946) and later enlisted in the Regular Navy. Can I count all or part of this Coast Guard experience toward "total active service" for advancement in rating in the Navy? — A. C., DK2, USN.

• *No. Previous Coast Guard service does not count in computing "total active service" for advancement in rating. Only previous active naval serice (USN, USNR, USN-1 or combination thereof) can be counted. See BuPers Circ. Ltr. 155-48, Enclosure A, para. 3(f).*

Here's the story. The reason for this is that the Coast Guard has always been considered as an armed service separate from the Navy. During the war it held a position in the Navy similar to that of the Marine Corps. As you know, service in the Marine Corps cannot be counted for total active service for advancement in the Navy either. Furthermore, requirements and qualifications for certain ratings are not the same in the two services.

During the period that the Coast Guard operated with the Navy, advancement in rating to or in the petty officer grades of Coast Guard personnel remained under the control of the Commandant of the Coast Guard even when such personnel were assigned to naval units. — ED.

Clothing Allowance

SIR: The following situation seems to me to be a definite hindrance to a program that the Navy is trying hard to put over. A CPO discharged from the Regular Navy who immediately enlisted in the inactive Naval Reserve is not eligible for clothing allowance on joining the Organized Naval Reserve. Yet a CPO discharged and staying out of service for 91 days or longer receives the clothing allowance on joining. — W. E. D., Wyandotte, Mich.

• *A CPO discharged from the Regular Navy who subsequently joins the Organized Naval Reserve becomes entitled to the authorized clothing allowance, regardless of whether it has been one day, 91 days, one year or longer since the date of his discharge. However, he can be paid this allowance only once during any one period of enlistment or extension of enlistment for four years duration in the Naval Reserve.* — ED.

Standings of BMCs on the SDEL

SIR: I put in for shore duty in the 1st Naval District over 14 months ago. I have been notified of my name being put on the list for shore duty, but have been told that the top man has 16 years continuous sea service. What I'd like to know is, is this for certain naval districts or for all districts? What issue of ALL HANDS carried the latest dope on standings on the shore duty eligibility list?— W. G. S., BMC, USN.

• *The top BMC on the Shore Duty Eligibility List has 19 years and seven months continuous sea duty. The top BMC on the Shore Duty Eligibility List requesting duty in the 1st Naval District has 16 years and six months continuous sea duty. Latest complied standings of personnel on the SDEL were carried in the October 1949 issue of* ALL HANDS, *p. 42-44.*— ED.



Chevron, San Diego

"There now, that didn't hurt, did it?"

Temporary Officers' Status

SIR: I noticed in the latest edition of the Register that the date of rank of all temporary commissioned officers has been advanced considerably beyond the date of their first appointment to such rank. The present law concerning temporary commissions expires. I believe, on 30 June 1957. It is interesting to note that the date of rank of the subject officers has been advanced sufficiently in order that no temporary commissioned officer could possibly have 10 years commissioned service prior to the date this law expires.

It is doubtful that any temporary officer has ever entertained any idea of holding his temporary commission for 10 years, and according to the latest Register he is forever precluded from that possibility. Was this the intent of advancing the date of rank? — CJK, USN.

• *The law which states that officers may retire after 20 years active service, 10 of which must be active commissioned service, applies only to persons with a permanent officer status. A temporary officer, if he did not hold a permanent officer grade, would not be eligible for retirement under this law even if it were possible for him to serve 10 years in a temporary officer status.*

The reason for advancing the date of rank of all temporary commissioned warrant officers to 7 Aug 1947 was to make them junior to officers serving in the permanent grade of commissioned warrant officer. For determining his precedence among other temporary commissioned warrant officers, the date he was originally appointed applies.

An individual with permanent officer status may count, for the purposes of voluntary retirement, his actual *active commissioned service regardless of date of rank stated in his appointment as a commissioned warrant officer. Thus a date of rank of 7 Aug 1947 would not wipe out any active commissioned service which he had performed prior to that date.* — ED.

Shipping Over for School

SIR: I would like to know if upon reenlisting you can apply for entrance to a navy school. — P.S.D., SN, USN.

• *If you meet the entrance qualifications you may request assignment to any naval school at any time current directives indicate requests will be accepted. However, men accepted for reenlistment are available for general service and no promise or assurance can be given of assignment to school or a particular type of duty.* — ED.

Chief Gets Action Two Hours After He Wrote to All Hands

The astounding efficiency of ALL HANDS' *Letters to the Editor Section in helping to square away troublesome situations has never been better demonstrated than when Billy R. McKinnies, ALC,* USN, *U. S. Naval Recruiting Substation, Spartanburg, S. C., wrote telling us of his difficulties.*

Two hours after Chief McKinnies poured out his troubles to ALL HANDS *in a heartfelt Letter to the Editor he was a happy man. Any skeptical remarks that* ALL HANDS *had nothing to do with getting the chief un-snafued will be pointedly ignored.*

Here are the two letters received from Chief McKinnies:

SIR: On or about the 23rd of August 1948 I shipped over. Being stationed overseas delayed my shipping over leave until I returned to the States.

Upon arriving at my new duty station (NAS Patuxent, Md.) I was promptly granted 30 days leave and later I applied for my furlough travel allowance. After the disbursing officer checked my service record I was informed they would have to obtain a certain "mysterious" form from the Bureau before I could collect.

After sweating it out a few weeks I was transferred to recruiting duty. Upon reporting in at the Main Recruiting Station I was given a letter from the disbursing officer at Patuxent with "that form" from the Bureau enclosed. Patuxent was authorized by the Bureau to credit me with travel allowance. Having my pay accounts with me I was advised by our yeoman to enclose the letter with my pay accounts and forward to the disbursing officer at Charleston, S. C. I began to congratulate the Navy for its efficiency and also myself for soon having a few extra bucks that the wife did not know about.

Several pay days passed, however, without my receiving those extra bucks. Since I still had faith in Navy efficiency I donated a couple of bucks to the telephone company and called the disbursing office to inquire. I was informed they never received "that form" although I *know* that I enclosed it with my pay accounts.

Any advice as to where to begin will be worth a couple of beers. — B. R. McK., ALC, USN.

SIR: Speaking of efficiency, I have never seen anything to compare with what just happened.

Within two hours after mailing my previous letter to ALL HANDS I received a check from the disbursing office. My faith in the Navy is renewed. I have no more complaints except for one thing — my wife was sitting here when the check arrived. — B. R. McK., ALC, USN.

About Those Low Overheads

SIR: I can readily understand and sympathize with J. C. R.'s complaint about too-low overheads — ALL HANDS, September 1949, p. 30.

I am six feet two inches tall, and have the same trouble — on a battleship, no less. There are very few compartments where I can straighten up and walk like a human being. With pipes, ventilator ducts and similar objects less than six feet above the deck, I usually have at least one cut and three or four bumps on my head.

Either BuShips Regs need correction or else this ship needs about six months in the yard to reconstruct the whole inside. I'm not griping so much as just angry at your suggestion that such regulations are in effect when I know by experience that such is not the case.

I believe that J. C. R. has a well founded gripe and that either you or BuShips should stand corrected. — E. F. W., RMSN, USN.

• *We bet you were rubbing a brand-new lump on your noggin with one hand while you penned that letter with the other. Here is what BuShips has to say in reply — and we quote:*

"Your ship was built during the recent war, when emphasis was laid on expediting the building, conversion and repair of ships so that we could have large, efficient fleets on both oceans. Thus the specified headroom clearance of 6'—2" was sacrificed when direct runs of piping and ducts would effect a big saving of time and material. The cost of remedying such conditions on all of our wartime-built ships would entail too great an expenditure of funds.

"The Bureau of Ships requires that the maximum headroom obtainable — 6'—6" to 6'—8" or more, with no obstructions — shall be maintained in the working spaces of all new construction. It also requires that headroom of not less than 6'—3" shall be maintained at all doors and in all passageways where overhead obstructions are necessary.

"Generally speaking, to achieve a reasonable degree of compactness, deck heights are eight feet. This makes the usual headroom under deck beams from 6'—8" to seven feet. Taking the lower headroom, 6'—8", only five inches remain for pipes, electrical cables, ventilation ducts and other items which are supported under the beams, if a headroom of 6'—3" is to be maintained."

In other words, to keep the 6'—3" of headroom required by the rules takes a lot of extra figuring and material at times — more than could be spared when your ship was built.

We knew a sailor once who had the same trouble you have until he learned how to send out radar impulses with his brain. He'd send them out constantly as he moved about and he got so he could walk from one end of the ship to the other while reading his Bluejacket's

Manual, and duck every bruise-builder without wasting an inch. The navigator made him quit it, though. He was creating interference on the radars in the combat information center. — ED.

Uniform Alterations

SIR: Alterations, up to one dollar, on regulation uniforms are done free of charge at ship's service stores. Does this apply overseas also? — D. L. B., SA, USN.

• *Yes, but this work is done by ship's service stores only and not by ship's stores. Ship's service stores overseas are located only within the 10th Naval District (Puerto Rico), 14th Naval District (Hawaii), 15th Naval District (Canal Zone) and 17th Naval District (Alaska). The resale activity at NAS Guam is a ship's store ashore and therefore is not authorized to make alterations, up to one dollar, free of charge.* — ED.

Swimming Instructors

SIR: I am a skilled swimmer and an instructor in the Red Cross Water Safety Program. (1) How can I qualify for a swimming instructor's position in the Regular Navy? (2) How can I qualify as a member of an underwater demolition team and where could I obtain information regarding such a billet? — E. B. L., USNR.

• (1) *Billets for swimming instructors in the Regular Navy are normally confined to the naval training centers where training of recruits is conducted. These instructors are selected on the basis of their qualifications as indicated in their service record. Requests for these instructor billets are submitted to BuPers via the chain of command. When selected for recruit training duty, further assignment as a swimming instructor is determined by the CO of a naval training center. Article D-2502 BuPers Manual describes the classes of swimming qualifications. At the present time no opportunities exist in the Navy for the training of Naval Reservists as swimming instructors.*

(2) *Underwater demolition training for members of the Naval Reserve is at present available only to Reservists who were formerly associated with, and qualified in, underwater demolition. However, organized Naval Reserve Beach groups, of which UDTs are a part, are in the process of being established. It is anticipated that qualified enlisted personnel who are members of the Naval Reserve Beach groups, and who have had no previous experience in UDT, will become eligible for 14 days' annual training in UDT. Requests for this training duty should be submitted to the commandant of the naval district in which you reside. Additional information may be obtained by writing to the Commander Amphibious Training Command, U. S. Atlantic Fleet, via the naval district commandant. Eligibility requirements for UDT training are: qualified physically in accordance with Article 21134 BuMed Manual, age 18 to 35, be a swimmer first class, not susceptible to chronic seasickness, no history of venereal disease, volunteer for the duty, no evidence of claustrophobia, no excessive fear of water and no excessive fear of explosives.* —ED.

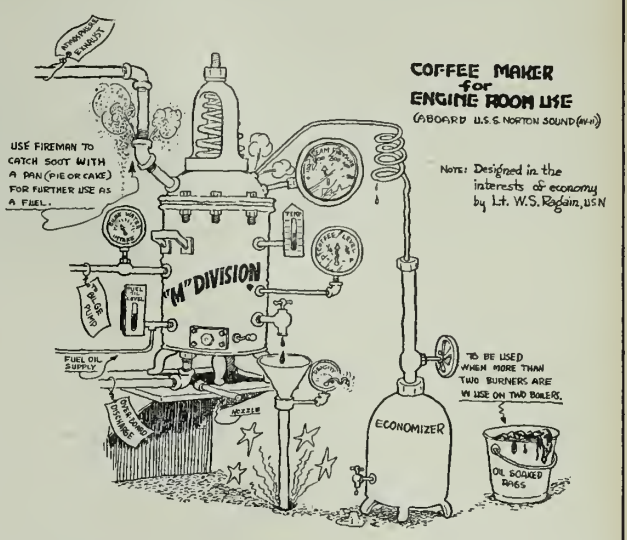
Addressing Wave Officers

SIR: In the article on "Naval Courtesy" appearing in the July 1949 issue of ALL HANDS, the table on page 29 indicates that women officers of the rank of commander and above are addressed as "Miss" or "Mrs." I am under the impression this has been recently changed and they are now addressed the same as male commanders and above. — B.J., LT, USN(W).

• *You are correct. The recently published "Policies for the Administration of Women in the Regular Navy and Naval Reserve (Exclusive of Navy Nurse Corps), NavPers 15085A," cancelled previous regulations upon which* ALL HANDS *based its information. By omission of any special courtesy rules as to how women commanders and above will be addressed, it can now be assumed the courtesy rules that apply to male commanders and above will also apply to women officers of corresponding ranks.* — ED.

The Subject of Coffee Continues to Boil Furiously

SIR: Enclosed is an original sketch that I completed before I read your story on Navy coffee and saw the accompanying illustrations (ALL HANDS, August 1949, p. 2-3). I respectfully submit my sketch for your information and use.—W. S. R., LT, USN.



• ALL HANDS *artist Jack Dempsey, PI3, USN, who drew the illustration with the coffee article in the August 1949 issue of* ALL HANDS, *salutes Lieutenant William S. Ragain, USN, of USS Norton Sound (AV 11) for his inspired addition to the legend of Navy coffee.*

This drawing is the latest in a barrage of letters and comments brewed up by the story on coffee. For another, see ALL HANDS, *September 1949, p. 64.*

Despite all the commentary, cartoons and controversy, we still like ours with sugar and cream.—ED.

Performance of Duty Marks

SIR: A division officer awards a man in his division a 3.5 in PR, 3.5 in MA, 3.7 in ability to lead men and the man has a 4.0 in conduct for the entire period ending 3 Mar 1949. Is it permissible for the same division officer to lower those marks a month or so later for the period ending 31 Mar 1949? — R. L. N., YN3, USN.

• *Yes, but the executive officer, acting for the commanding officer, must approve of all performance of duty marks (quarterly marks). Therefore, a change in previously assigned and approved performance of duty marks would also require the exec's approval. For more detailed information, see BuPers Manual, 1948, Article C-7821.* — ED.

Campaign Medal Distribution

SIR: When will the Navy Occupation Service Medal and China Service Medal (Extended) be distributed to naval personnel? All other campaign medals for World War II have been distributed to commands through the various district publication and printing offices. R. B. G., YNC, USN.

• *Distribution of these medals to naval personnel began on 1 Nov 1949. You can read all about it in BuPers Circ. Ltr. 167-49 (NDB, 15 Oct 1949). For a summary of that letter, see* ALL HANDS, *December 1949 (p. 51).* — ED.

Stationkeeper Billets

SIR: I would like some information on stationkeeper billets at Naval Reserve Air Stations. (1) Is it possible for a Fleet Reservist to get this duty? (2) How and where do you apply for it? (3) If a man went in the Fleet Reserve with 21 years, did four years active duty as a stationkeeper, and then went back on the inactive list, would his retainer pay be adjusted to 25 years or would it remain at the original 21? — W.W.H., ALC, USN.

• (1) *An enlisted Fleet Reservist may be ordered to active duty as a stationkeeper subject to these conditions: that the individual voluntarily requests active duty in writing; is physically qualified for active duty; subsequent to transfer to the Fleet Reserve the individual has not served in an appointment or been reappointed as an officer under the authority of Public Law* 188 *(77th Congress); a billet has been authorized and exists for his employment on active duty (this includes all billets currently authorized under appropriation "Naval Reserve").*

(2) *Application for active duty as stationkeeper must be made direct to the commandant of any naval district or the commanding officer of any Naval Reserve air station where duty is desired. The Bureau does not maintain records of available billets under appropriation "Naval Reserve". All Reserve billets are under the cognizance of the above mentioned commands.*

(3) *All active duty whether served in the Regular Navy or as a stationkeeper counts when computing longevity for pay purposes.* — ED.

The Printer Is Our Alibi

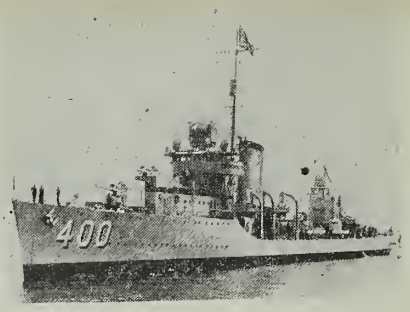
SIR: The September 1949 issue of ALL HANDS carries a Letter to the Editor entitled "Rate Revocation After Authorization." As an answer to that letter, you state that Art. 47, Articles for the Government of the Navy, provides that as a punishment for a single offense, a commanding officer may reduce an individual whom he himself has rated. I believe the article you refer to is Art. 24, not 47. — W. H. A., YN1, USN.

• *"Article 47" was a typographical error. It was correctly "Article 24" on the original copy.* — ED.

More PNs or YNs in the Navy?

SIR: An argument has come up that we would like you to settle. Are there more rated PNs or rated YNs in the Navy today? — J. E. B., YN3, USN, and M. D. H., YN3, USN.

• *There's no contest. YNs are far ahead. There were 5,826 rated YNs and 1,399 rated PNs in the Navy as of 31 May 1949.* — ED.



USS *McCall* — Ships in her class proved faster than DDs built during World War II.

Feats and Fate of USS McCall

SIR: Can you tell me what was the best speed USS *McCall* (DD 400) ever made? Some fellow here who served on her says she could make 40 knots. Were any other destroyers built during World War II faster? — E. H., BM3, USN.

• *The top speed of all Navy vessels is classified information. However, the trial speeds of several* 1500*-ton Gridley-class destroyers (to which* McCall *belongs) exceeded the best trial speeds of any other class of destroyers built during World War II.* McCall *earned nine battle stars from* 1 *Feb* 1942 *through* 16 *Mar* 1945. *She was sold as surplus by the Navy in November* 1949. — ED.

Adjusting Leave Record

SIR: Since my entry into the service, it is my belief that each time I have had leave the day of departure counted as a day of leave. The new BuPers Manual (C-6313) now states that the day of departure should be a day of duty. What legal recourse do I have in order to have reduced the number of days leave charged against my current enlistment record because of this discrepancy? — E. C. A., HMC, USN.

• *If the leave record contained in your current enlistment record shows that you were erroneously charged for leave for days that were actually days of duty, it is suggested that you request your CO to adjust your leave record in accordance with Article C-*6313 (1) *and C-*6402 (9) *BuPers Manual.* — ED.

USGLI Dividend

SIR: (1) Will holders of U. S. Government Life Insurance receive a special dividend similar to holders of National Service Life Insurance? (2) How do I file for the dividend if one is to be paid? — J. E. S., LCDR, USN.

• (1) *On* 1 *Sept* 1949, *a special dividend on U. S. Government Life Insurance was declared payable on policies in force under premium paying conditions on* 31 *Dec* 1948. (2) *Applications for this special dividend are not necessary, since it will be paid by the Veterans Administration to eligible persons, without any action on their part.* — ED.

Applying for Flight Training

SIR: I'm a USMC-V stationed aboard the aircraft carrier USS *Leyte* (CV 32). I am very much interested in Navy flight school and can meet the requirements except that one-year men aren't eligible. Can I try for it after I'm discharged or will my Reserve obligations keep me from it? I've been told that I can sign over and apply for it but I would prefer not to do that. My enlistment contract says I may enroll in an NROTC program. Couldn't flight school count as such? I've been told that one-year men aren't eligible to take the NROTC test in December. Is that true? I would appreciate any information you can give me. — B. M., PFC, USMC-V.

• *In general,* USNEV *and* USMC-V *personnel are required to serve one year on active duty in the regular Navy and Marine Corps, respectively. During this period they aren't eligible to apply for flight training. Upon discharge from their one-year enlistments they are released from active duty and transferred to the U. S. Naval Reserve or U. S. Marine Corps Reserve. They are then eligible and may apply for flight training if qualified. Provisions established for selection of members of the U. S. Naval Reserve and Marine Corps Reserve on inactive duty are the same as for civilian applicants. Applications may be made at any Office of Naval Officer Procurement or the nearest naval air station.*

If you should decide to reenlist in the Marine Corps, you would be eligible to apply for NavCad training. Instructions are contained in BuPers-MarCorps Joint Letter of 16 *July* 1949 (*NDB,* 31 *July* 1949).

USNEV and USMC-V *personnel who applied for the NROTC, and who were serving in their one-year enlisted status in the naval service on* 3 *Dec* 1949 *were eligible to take the NROTC test you mention if they were qualified in all respects and nominated for it.* — ED.

CPOs and Swabs

SIR: Is it expected or required that chief petty officers perform details such as sweeping, swabbing, waxing decks and other cleaning details? Is there anything covering this subject in Navy Regulations or BuPers Manual? — M. R. C. ,HMC, USN.

• *No, chief, there's no directive in effect which says whether or not a chief should lend a hand with the swabbing down. However, as you well know, there is a regulation that a chief, like anyone else in the Navy, shall perform duties assigned to him. However, swabbing is a duty not normally assigned to a chief where enlisted men of lower rating are available.* — ED.

Early Discharge for Reenlistment

SIR: Article C-10317(1) (d), BuPers Manual (1948) states that commanding officers have authority, without reference to the Bureau, to direct discharge of personnel for purpose of immediate reenlistment within three months of the normal date of expiration of enlistment for the convenience of the government, when an individual's enlistment expires on a Saturday, Sunday, holiday or day preceding a holiday, in order to permit discharge and reenlistment on consecutive days other than those specified. My enlistment expires on Sunday, 2 Oct 1949. (1) Am I authorized to reenlist under the above article during the month of July 1949? (2) Would this effect my reenlistment within three months from the normal date of expiration of enlistment? — J. A. B., YN3, USN.

• *(1) The provision contained in Article C-10317(1)(d) does not authorize commanding officers to discharge individuals* at any time *within the three months period prior to normal expiration of enlistment for purpose of immediate reenlistment. (2) No, you would not be able to reenlist under the above article during the month of July. The earliest that your discharge should be effected is the date just prior to that on which you would otherwise be transferred for separation if you were not going to reenlist.* — ED.

Typing Requirements

SIR: Why are the typing requirements for AKC set at 40 words per minute while those for PNC are only 30 words per minute? It appears that a PN would receive more experience in the pursuit of his duties than an AK whose typing tasks usually consist of filling out blank forms. In view of the fact that there were only five successful candidates for AKC in the last CPO examinations, perhaps a review of the typing requirements is needed. Every AK1 we have talked to seems to think he failed the exam because of his inability to type at the required speed of 40 words per minute.— R. E. M., AK1, USN, and L. B. P., AK1, USN.

• *Things move rapidly in this age of jet propulsion, and many people find it hard to keep up with the news. So you two needn't feel too abashed about having missed this item:*

Change One to the Manual of Qualifications for Advancement in Rating (NavPers 18068) *revised the typing requirement for PN1 and PNC to* 40 *words per minute. Therefore, the situation which prompted your original question no longer exists. This new ruling was put in effect and published by BuPers Circ. Ltr.* 95-49 (*NDB*, 15 *June* 1949).

While straight typing from copy isn't quite the same job as using a typewriter to fill out blank forms, the typing test does afford a measure of the speed and accuracy with which the candidate can operate his machine. Speed and accuracy are about equally important in filling out requisition and property accounting forms or personnel record and accounting forms. Neither is a straight typing job. Candidates for YNC have to make 60 *words per minute.*

In the 1948 *examinations for AKCA, there were quite a few who passed the typing test but failed otherwise. In fact, of all the candidates, more than* 64 *per cent failed the professional examination while* 60 *per cent failed the typing test. Another interesting fact is that while* 40 *per cent of the candidates passed the typing test, less than eight per cent passed all three tests.*

Nevertheless, there were 18 *men who passed both the military requirement test and the professional AKCA test but failed the typing test — a fateful five-minute test that made the difference between getting the coveted buttons or not getting them. It would seem, at first thought, that straight typing would be "duck soup" for a man who ordinarily has to worry about keeping his columns straight and fitting entries to a form. Maybe a few typing drills would help, not only just before the next examination but along with the day-to-day paper work.*—ED.

Ship Reunions

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C. four or more months in advance.

• USS *Ticonderoga* (CV 14): This reunion has been postponed until sometime in the spring due to a greater response than was anticipated. If you intend to attend or if your address has changed, notify arrangements committee through Rev. O'Brien, Church of Resurrection, Rye, New York.

• *National Eniwetok Veterans* (former members of 110th CBs, Acorn 22, CBMU 577, 104th Army Engineers, 126th CBs, 22nd Marines, Casu 34, 136th CBs, CBD 1037, V.P.I. 106th Army Infantry, CBMU 592, Casu 35, N.O.B., USMC 10th Defense Battalion, Boat Pool, USS *Capable* and all units stationed on Eniwetok Atoll or in the harbor for 30 days): A reunion to be held 16, 17, 18 and 19 Aug 1950 at the LaSalle Hotel, Chicago, Ill. For information contact M. O. Bigley, National Eniwetok Veterans Association, Box 132, Ottawa, Ohio.

• USS *Wallace L. Lind* (DD 703): A committee of five former members is interested in organizing a reunion of the crew of this ship. Interested personnel should contact Paul J. Delozier, 148 South Barrett Ave., Audubon, N. J.

• USS *Micka* (DE 176): Groundwork is being laid toward organizing a reunion. Interested former crew members are asked to pass the word to shipmates whose addresses they have and to contact Ralph V. DeBlasiis, 148 Parkside Ave., Pittsfield, Mass.

• USS *Baltimore* (CA 68): A reunion is suggested for June 1950, at Chicago. Persons interested in putting plans into motion should contact Bill W. Zormier, Box 626, Gary, Ind.

• USS *Diphda* (AKA 59): All former crew members interested in holding a reunion of "Mighty D" personnel should contact E. F. O'Conner, 248 Bay 14th St., Brooklyn 14, N. Y.

• USS *Halloran* (DE 305): A reunion of all former Halloran personnel to be held at Boulder City, Nev., 29 and 30 May 1950. For additional information, contact Paul Mercer, P.O. Box 925, Boulder City, Nev.

• USS *Samuel N. Moore* (DD 747): A reunion is being planned for the near future for former members of this destroyer. Interested persons and persons knowing the names and addresses of former crew members contact Lawrence K. Larkin, 601 19th Street NW., Washington 6, D. C.

• USS *Waukesha* (AKA 84): A reunion of former members of this ship's crew is planned. Interested persons should write to Robert E. Farrell, 454 Forty-ninth St., Brooklyn, N. Y.

• USS LCI(R) 648: A reunion is scheduled for the latter part of 1950, of all personnel who were attached to this ship while it was in commission. For information, contact John P. Creedon, 28 East 4th St., East Mauch Chunk, Pa.

• USS *Wichita* (CA 45): A reunion is being planned, scheduled for Boston, Mass., some time in 1950. Interested personnel should contact Albert L. Levangie, 93 Bayview Ave., Quincy, Mass., or Joseph Niziolek, 59 Charles St., Chicopee Falls, Mass.

• *Abbott Hall Graduates* and former staff of Abbott Hall, Naval Reserve Midshipmen's School: A reunion to be held in May 1950 at the Knickerbocker Hotel in Chicago, Ill. Interested persons should contact E. L. Gilroy, Room 841, 135 South La Salle St., Chicago, Ill., for additional information.

• USS *Houston* (CL 81): A reunion is planned for officers and men who served aboard this ship during World War II. Those interested should contact Peter J. Mahoney 3d, 130-10 Van Wyck Blvd., South Ozone Park, N. Y.

Brief news items about other branches of the armed services.

★ ★ ★

THE SIGHTS, DINS AND ODORS of battle affect what a soldier will eat, the Army Quartermaster Corps has discovered.

Put a man in a dank, moldering, steaming jungle in the South Pacific, in the heat of battle, and he will often be physically unable to eat certain foods that he otherwise might take without a second thought.

As a result of research in several universities and industrial food laboratories since the war, the Army has found that there is a noticeable correlation between the stresses of anxiety, fear, monotony and fatigue such as a man will undergo in battle and the food he will want to eat.

Obviously, the Army cannot give every man in the front lines a steak dinner with crepe suzette for dessert — even if that is what he wants — but it can modify its combat rations as much as possible to fit the needs of the man to be fed. To do this is the continuing job of the Quartermaster Corps's research programs.



FLYING CLASSROOM—T-29 high-speed navigational trainer accommodates 14 students and instructors.

A DOCUMENTARY FILM of the war-criminal trials held at Nuremberg is now in stock at Army Signal Corps libraries throughout the United States.

This film was made as a historical document to record permanently and accurately the trial of the Nazi leaders. It is available for use, without charge, to show to any audience interested in this subject.

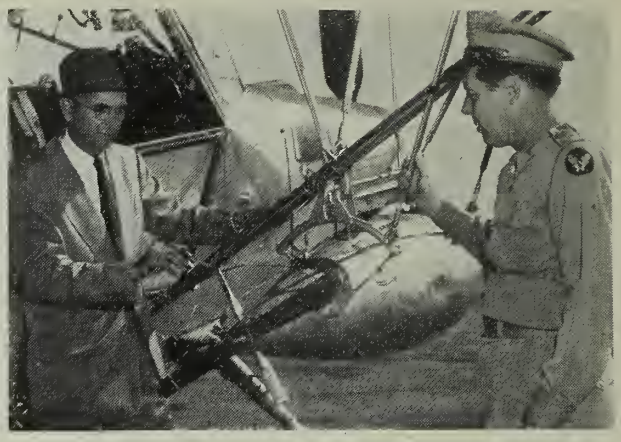
Requests for the film should be directed to the Signal Officers of the Army Areas.

★ ★ ★

NEW DDT DISPERSAL TANKS for aerial spraying of crops have been developed by the Aero-Medical Laboratory at Wright-Patterson Air Force Base, Dayton, Ohio. The new tanks, shaped like small aerial bombs, will greatly speed up spraying and can be attached to the wings of a plane in as little as five minutes.

At the rear of each tank is a small wind-driven propeller, the blades of which are punctured with small holes. Through these holes the DDT solution is dispensed as a spray.

In demonstrations by the Air Force, two of the new tanks were slung underneath the wings of an L-13 liaison plane. Flying at an altitude of 25 feet and at a speed of 80 miles per hour, the plane sprayed a swath



NEW external aerial dispersal tank for DDT enables L-13 to be quickly reconverted to perform regular missions.

of land 150 feet wide and 8 miles long in six minutes. A solution of 25 per cent DDT was used.

Another advantage of the new tanks is that a plane can be readied for crop-dusting in about five minutes and also have the equipment removed in the same amount of time if necessary. Prior to this time, all such tanks were mounted internally with a pipe line for dispersing the solution.

★ ★ ★

A NEW TECHNIQUE for refueling a big bomber in mid-air has been announced by the Air Force.

Using a device called a "flying boom" and a specially developed fueling tube, a B-29 "tanker plane" can refuel a B-29 or a B-50. The new system — still in the experimental stage — is a big improvement over the present system which makes use of a freely swinging flexible hose.

To transfer its fuel by the new method, the tanker plane will fly above and slightly ahead of the bomber. A technician, seated in the tail of the tanker plane, then



TELESCOPING pipe technique now permits bombers to refuel faster and higher than was previously possible.

"flies" the long telescoping fueling tube nozzle into a socket on the nose of the bomber and the fuel is pumped under pressure into the receiving airplane.

The flying boom, the Air Force says, is designed to enable its bombers and fighters to refuel in the air at a faster fuel flow rate and at higher altitudes than heretofore was possible. Flight tests are currently being conducted in Seattle.

★ ★ ★

A WORLDWIDE NETWORK of "ham" radio operators is being trained by the Army and Air Force in military communication procedures.

Known as MARS – the Military Amateur Radio System – the organization is made up of amateur-operated short wave radio stations located all over the globe.

Primary purpose of the organization is to keep personnel familiar with the latest developments in military communication procedures and to develop a large reserve force of personnel trained in military communications that could be mobilized in time of war.

To qualify for membership in MARS an amateur operator must possess a Federal Communications Commission license or, if located outside the U. S., a military amateur operator's license.



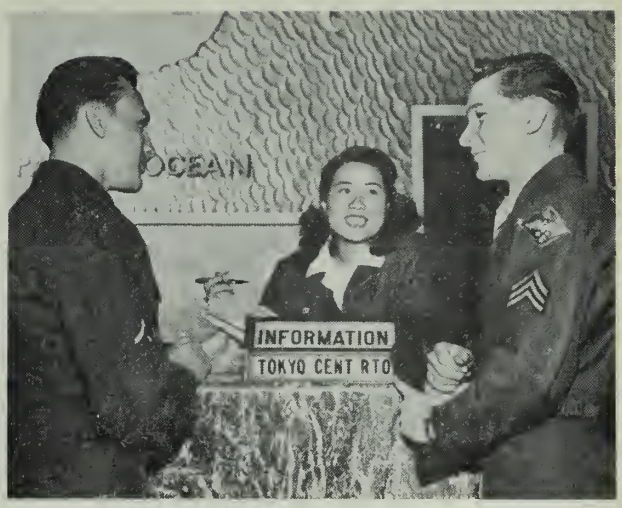
HOWITZERS and jeeps to move them are dropped from Air Force C-82s during maneuvers by 82nd Airborne.

WE'VE HAD RADIO sets for quite a while and radar for a lesser length of time. Now something new has again been added – radiac sets.

Radiac sets were developed by the Army as an improvement over Geiger counters for practical use after any possible atom bomb blast. The new instrument isn't as sensitive as a Geiger counter, but is more rugged – and sensitive enough for its purposes. Its greatest dimension is 10 and one-half inches, and weight is 10 pounds. A radiac set employs an "ionization chamber"– not in itself a new invention, but new in this form of communications equipment.

The new instrument is designed primarily for use in training troops as radiation survey teams. In the event of an atomic blast, such teams would go over the affected area to determine when and where it would be safe for people to venture and how long they could safely remain. The Navy and the Air Force are also developing similar instruments suitable for their particular needs.

The word "radiac" is composed of letters from the words "radioactivity detection, identification and computation."



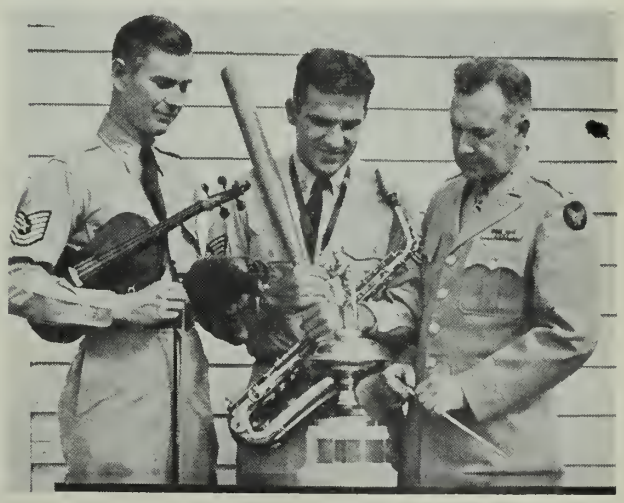
SIGHT-SEEING possibilities in the wonderland of Japan are explained by Jap girl to airmen on week-end liberty.

AIR RESCUE SERVICE, a far-flung activity of the Air Force, plays an important part in any search for a lost military or civilian aircraft.

Should a plane go down or be listed as missing on a flight, a specially equipped rescue plane from one of three AF bases can fan out at a moment's notice to try to locate the downed aircraft.

Skimming over tree-tops of the heavily wooded mountains that so often are the scene of the worst air crashes, rescue personnel can spot the ill-fated craft and radio word back to the base where specially equipped land parties wait to swing into action.

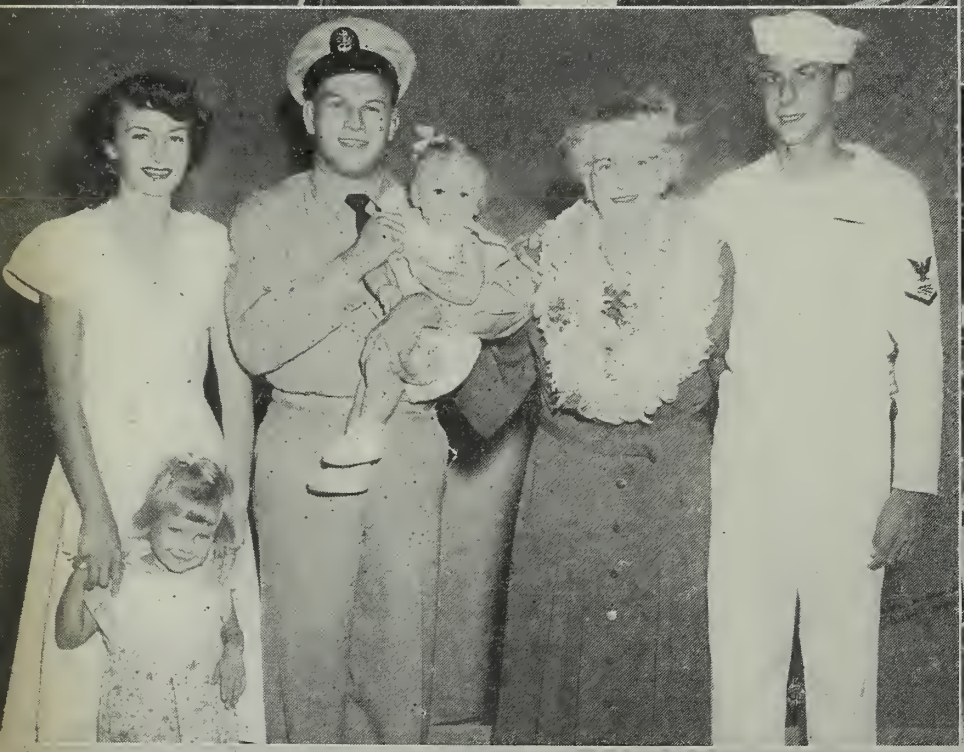
Traveling by helicopter if necessary, these rescuers can quickly reach the scene of the accident, give first aid to survivors and carry them to safety. Cooperating fully with the Civil Aeronautics Administration, sheriffs, forest rangers, local police, Civil Air Patrol, as well as the Navy and the Coast Guard, ARS stands ready for any air emergency within its reach.

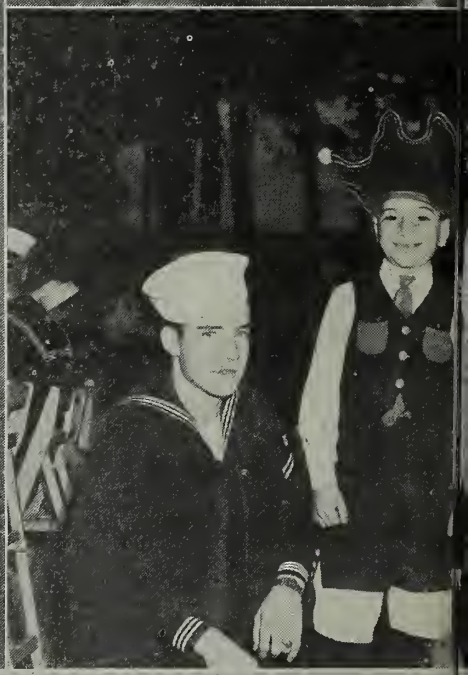


TOP NOTCH softballers as well as musicians, the USAF Band team has a 6-year record of 108 wins and 8 losses.



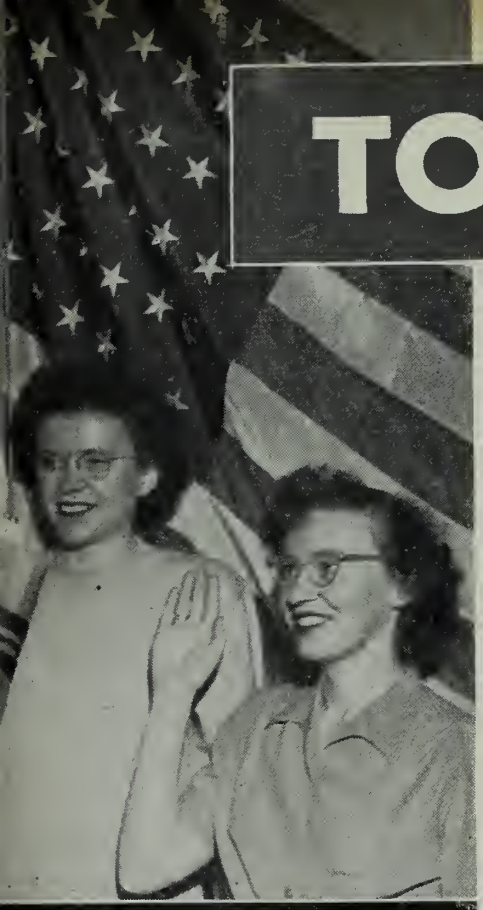








TODAY'S NAVY





New CNO Has Been Closely Associated With Naval Aviation During His Career

The appointment of Admiral Forrest P. Sherman, USN, as the Navy's new Chief of Naval Operations brings to that top post the first admiral whose experience has been primarily in naval aviation.



ADM Sherman

Admiral Sherman was named to succeed Admiral Louis E. Denfeld, USN. He was promoted from vice admiral to admiral at that time.

The new CNO's experience with the naval air arm dates back to 1922 when, several years after his graduation from the Naval Academy, he was designated a naval aviator. He has been closely associated with naval aviation since that time.

Admiral Sherman was commanding officer of the carrier USS *Wasp* (CV 7) when she was sunk by enemy action in the Solomon Islands late in 1942. Wounded in the engagement, he was awarded the Navy Cross and Purple Heart.

Following the loss of *Wasp,* he served as chief of staff to Admiral (then Vice Admiral) John H. Towers, USN, Commander, Air Force, Pacific Fleet, and as deputy chief of staff to Fleet Admiral (then Admiral) Chester W. Nimitz, USN, Commander in Chief, Pacific Fleet and Pacific Ocean Areas.

After the end of the war, Admiral Sherman served successively as Commander, Carrier Division One; Deputy Chief of Naval Operations (Operations) in the Navy Department; Commander, Naval Forces, Mediterranean; and as Commander, Sixth Task Fleet, in European waters.

The Navy's new CNO gained early experience in naval aviation in the old USS *Lexington* (CV 2), USS *Saratoga* (CV 3) and USS *Ranger* (CV 4).

In addition to the Navy Cross and Purple Heart, Admiral Sherman holds the Distinguished Service Medal, Legion of Merit, World War I and II Victory Medals and Theatre Ribbons, the British Order of the Bath and the Oak Leaf Emblem, and the Grand Cross of the Order Phoenix awarded by the King of Greece.

← The Navy in Pictures

TAKING THE PLEDGE—Three Seattlites are sworn in the Waves at the Seattle, Wash. recruiting office (top right). Top left: Mrs. Arnold looks on proudly as Joseph S. Arnold, HMC, is congratulated on his retirement by CAPT R. C. Lawver, skipper of USS *Leo*. Left center: Mrs. Annie Blackford is greeted on her arrival in Hawaii by her sons Robert (left) and James (right) and the chief's family. Below P2V *Neptune* makes jato from the flight deck of USS *Franklin D. Roosevelt* as plane-guard helicopter hovers aloft. Center right: Navy musician Rahn and Marine Hogg pose with youthful Spanish folk dancers when, for first time in 13 years, U. S. Navy vessels dropped their hooks in Spanish harbors.

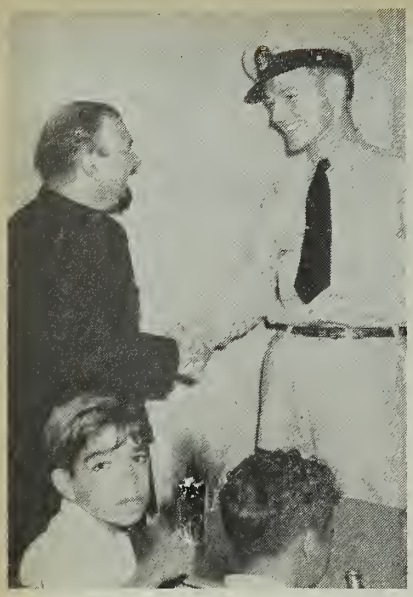
YESTERDAY'S NAVY



At Guantanamo in January 1913, three land-based planes, first Navy air unit, under the command of Lt. John Towers, USN, for the first time conclusively proved value of planes in scouting and locating mines and submarines.

JANUARY 1950

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				



THANKS are given H. R. McNabb, BMC, for work done by CPO Club for needy Puerto Rican children.

Snorkel Sub Visits U. S.

One of Great Britain's snorkel-type submarines has paid a visit to the United States.

HMS *Tally Ho*, a veteran of World War II, spent a week at the U. S. Naval Submarine Base, New London, Conn., following her participation in anti-submarine warfare exercises while on loan to the Canadian Navy.

The undersea craft was one of Britain's most successful war-time submarines, and once survived a ramming by a Japanese destroyer.

Navy Has a Big Heart

A Navy chief petty officer and his attractive wife have adopted two Irish orphans — a boy and a girl — and have given them a new home in America.

The two pudgy children, Mary Dillon, 2½, and James Kearney, 3½, are now adding bits of Irish brogue to the babble of childrens' voices in the backyard of the home of Chief Aviation Machinist Mate and Mrs. Eugene S. Perry.

Chief Perry and his wife, Mary, with no children of their own, decided to adopt little Mary and James on the advice of a Catholic chaplain at Alameda Naval Air Station. The chaplain told the Perrys of the plight of many children in Ireland and arranged for them to adopt the two through the chaplain's brother, a priest in Ireland.

Once they got the go-ahead from authorities in Ireland, the Perrys found willing aides in the Immigration Service and the U. S. Navy. Immigration officials helped smooth the entry of the two young travelers into America and the Navy sent Chief Perry across the Atlantic on a MATS plane to pick up his two new babies and bring them back to California.

A warm reception awaited at home. Toys and new warm clothing were showered on the wide-eyed youngsters. That night, their first in America, completely but happily worn out, Mary and Jimmy were put to bed in two starchy, brightly colored cribs.



FIRST to enlist in U. of Washington's Wave Volunteer Reserves, Catherine Fauntz chats with Bruce Rehn.

'New Look' for Hot Poppas

A new fireproof suit developed by the Navy makes it possible for rescue workers to withstand 2,000 degrees heat for as much as two and one-half minutes.

During tests conducted at Philadelphia Naval Base, Philadelphia, Penna., flames leaped two-stories high from a plane soaked with 100 gallons of gasoline as Navy volunteers, clad in the new five-layer suits, strode into the inferno and rescued the "pilot."

In another test, the rescue men entered a steam-filled room, worked for three minutes in the 180-degree heat, and came out unharmed. The same room was later flooded with gasoline to resemble "deck-spill" and ignited. Again the rescuers, clad in the fireproof suit, "saved" the "victim."

An oxygen re-breathing apparatus, worn under the suit, allows the firefighter to work at high speed for 30 minutes and at a slower speed for an hour.

Five layers make up the suit: a wool flannel lining, a layer of felted fibre glass, two layers of lightweight fibre glass (one layer constitutes a "vapor barrier"), and the outer covering of fibre glass and asbestos. So the firefighter can see what he is doing, there is a fire-resistant glass plate in the head covering. With headpiece, attached mittens and shoe packs, the entire suit weighs 35 pounds.



MARINES of 2nd Marine Division reinforced by units from Camp Lejeune, N. C. stage a one-day invasion of popular Carson Beach, Boston, Mass.

Foreign-Born Wave

The country is full of interesting young people, of whom some join the Navy. Of those who join the Navy, some attend the journalist school at the Naval Training Center, Great Lakes, Ill. And of those, one of the most interesting to appear lately is Rene Josephine Webb, SA (W), USN.

Not only is Miss Webb one of the few foreign-born members of the Waves, but she also speaks three languages fluently and understands and reads a fourth.

Miss Webb's long journey to a naval career began 20 years ago, across an ocean and several countries. Miss Webb was born in Goettingen, Germany, and lived in that country for 10 years. Scotland was her next home, and there she spent another year. Successive moves took her to England and then to the U. S. and eventually the naval service. But before arriving here she traveled extensively in Belgium, Scotland, England, Switzerland, Holland and Germany.

As when she joined the Navy in June 1949, Miss Webb claims derivative citizenship from her father, a naturalized American. When she becomes 21 years old she can get a certificate as evidence of her own permanent citizenship.

Her present naval duty isn't Miss Webb's first connection with journalism. While in college she alternated with a friend in writing a column on campus activities for a West Virginia newspaper.



SPECTACULAR break-up of potent Marine *Tigercats* over a rumbling tank formation takes place during parade and review at Camp Lejeune, N. C.

Flag Rank Orders

Flag rank orders for last month:

Admiral Louis E. Denfeld, USN, Chief of Naval Operations, ordered to Office of Secretary of the Navy for duty.

Admiral Forrest P. Sherman (AV), USN, Commander, Sixth Task Fleet, appointed Chief of Naval Operations.

Rear Admiral Ralph E. Jennings, (AV), USN, Commander, Fleet Air Alameda, ordered to CNO for temporary duty pending further assignment by BuPers.

Rear Admiral Emmet P. Forrestel, USN, ordered to CNO for temporary duty pending further assignment by BuPers.

Rear Admiral Herbert E. Regan, (AV), USN, ordered to Naval Operations for duty.

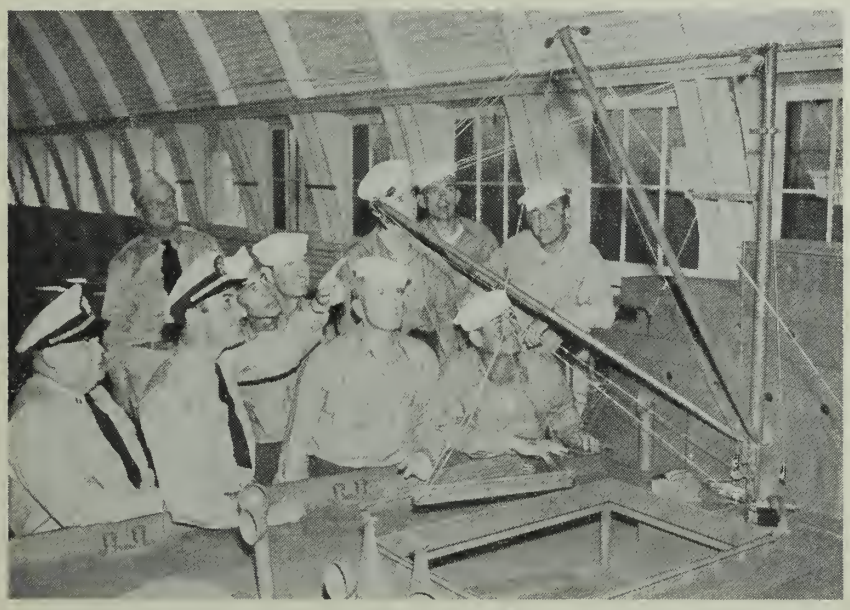
Names Make News

James A. Michener, a U. S. Marine major had a visitor in Hawaii. The visitor was a prominent author whose name is — James A. Michener. Both have the same middle name, too: Albert.

While this was the first time the two James Albert Micheners had met, they had been almost within hollering distance of each other many times. To begin with, the two grew up in towns only about 70 miles apart, back in Pennsylvania. Then during World War II, they were on Guadalcanal and Tulagi at the same time. Both served in many other localities that are touched in *"Tales of the South Pacific,"* written by James A. Michener (the author), although they didn't always serve in the same places at the same time.

The stories assembled in *"Tales of the South Pacific"* first appeared individually in a magazine. As fiction readers noticed the author's by-line, then met Major Michener, the Leatherneck officer was often the target of many questions. He thinks maybe he can now convince his friends that he didn't write the stories.

"Tales of the South Pacific" won the Pulitzer prize for fiction in 1947.



CARGO HANDLING course for West Coast Organized Reserves stresses fundamentals. Realistic working models demonstrate dockside operations.



RESERVISTS of Electronics Warfare Company 13-48 of Ellensburg, Wash., inspect a new drill press. Company is one of the 13 ND's outstanding units.

New Pen Applies Radium

Uncle Sam will be saved more than $10,000 each year, it is estimated, by a new radium-applying pen invented by a Navy employee.

Before the pen was designed and successfullly used by an employee at NAS Seattle, Wash., radium was applied to all airplane instrument panels with a brush. This method required highly skilled workmen. With the new "graphic arts pen," 'most anybody can do the job, and the finished product is said to be superior than before. The new instrument has been in use at the air station for more than six months.

The inventor was awarded a check for $275. At the same time, 12 other awards were made at the same air station for beneficial suggestions regarding many things, such as a venetian blind washer, reaming awls and an improved saw guard.

General-ly Collegiate

If teachers of military science at Loyola University have any questions they can't answer, they might ask one of the students.

For a veteran retired Marine Corps brigadier general has enrolled at Loyola to fulfill what for him has been a lifelong ambition — to get a college education.

Brigadier General Raymond C. Scollin, USMC(Ret), enlisted in the Marine Corps when he was only 14 years old and won a commission as a second lieutenant seven years later. He completed flight training in 1930 and was rated a naval aviator.

Gen. Scollin was on duty in the old USS *Lexington* (CV 2) when Pearl Harbor was attacked. He was in on the battles of Midway, Guam and Okinawa during his wartime service in the corps.

When he retired recently after 23 years of active duty, the general decided he just didn't know enough. As a result, he is probably the most well-rounded undergraduate on a campus today.

Navy Hauls Priceless Cargoes

Eighty million dollars worth of art treasures have been brought to the U. S. in the hold of a Navy refrigerator ship.

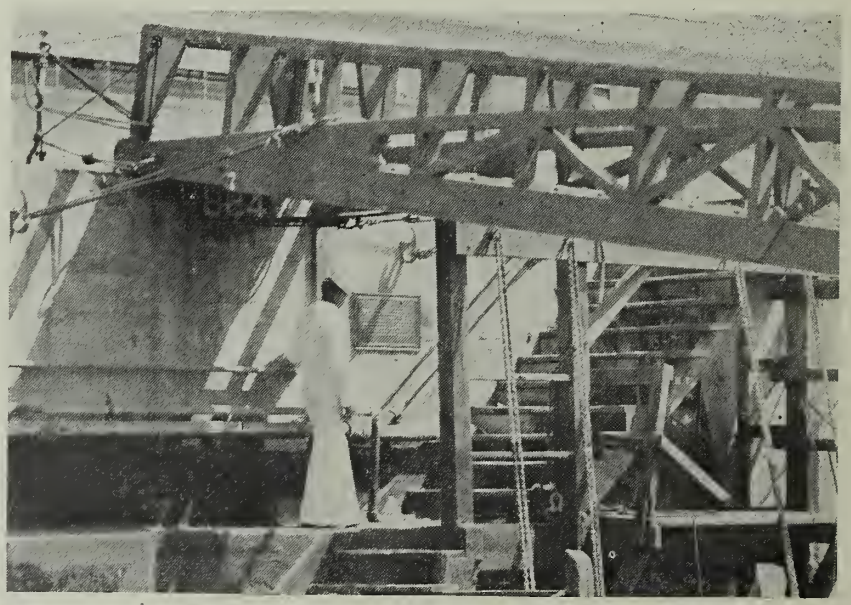
The priceless art works, which include canvasses collected and stored away in a salt mine by Adolf Hitler during the war, were transported safely across the Atlantic in USS *Malabar* (AF 37), one of the Navy's small refrigerated storeships.

Malabar was chosen for the task because of her ability to store the paintings, sculptures and other works of art in her roomy after hold and to keep them at a constant temperature and humidity. The temperature was maintained at 70 degrees; the humidity at 55 degrees.

All of the works arrived in perfect condition, officials of the National Gallery of Art, Washington, D. C., said.

When the ship arrived in Washington, D. C., she had safely tucked away in her hold no less than 101 cases of some of the most priceless art in the world including paintings by such masters as Rubens, Tintoretto, Titian, Vermeer, Van Dyck, Breughel, Giorgione da Castelfranco and Velasquez, as well as sculptures, tapestries, Greek and Roman antiquities, work of goldsmiths and silversmiths, and even specimens of armor.

Malabar had to skirt three storms on her trip across the Atlantic. At one point, she rolled 32 degrees, a good healthy roll for the ship, enough



MEMORIAL marker where *Pennsylvania*, *Cassin* and *Downes* were hit is one of 14 commemorating happenings at Pearl Harbor during sneak Jap attack.



REUNITED in Hawaii—Happy William H. Haynes, GMC, greets his wife and daughters on their arrival.

to send plates and cups clattering across the galley. But the shoring held and the paintings were unharmed.

The importance of the cargo *Malabar* carried was emphasized when armed guards clambered aboard the trucks that were used to carry the art works from the pier at the Naval Gun Factory to the National Gallery where they are now on display.

The Austrian minister to the U. S., Dr. Ludwig Kleinwaechter, expressed the thanks of his government to LCDR John D. Garland, USN, skipper of *Malabar*, for the part the Navy played in bringing the art treasures to the U. S.

"I am glad that we Austrians, who have every reason to be thankful to the United States, can now offer for display to the American people this important part of our cultural heritage," the minister said.

Among the paintings in *Malabar's* hold was one which Hitler is said to have purchased for his private collection.

This is not the only time the Navy has been called upon to transport valuable art treasures across the Atlantic. In 1946, USS *Adria* (AF 30) loaded her hold full of paintings by old Dutch masters and sailed for Rotterdam.

The masterpieces had been sent by the Dutch to the Metropolitan Museum of Art in New York City for safe keeping at the outbreak of the war.

North Atlantic Maneuvers

More than 100 ships and 42,000 personnel have returned to east coast ports after the largest peacetime maneuvers the Navy has ever held in North Atlantic waters. Taking a large part in the exercises were men and ships of the Atlantic Fleet Submarine Force — 1,100 personnel, 14 submarines and two submarine rescue vessels.

The Navy emphasized that the four-phase maneuvers were not war games. They were conducted as training exercises and every unit which profited by the training was considered a winner.

The fleet armada was spearheaded by a striking force built around the three aircraft carriers, USS *Midway* (CVB 41), USS *Franklin D. Roosevelt* (CVB 42) and USS *Philippine Sea* (CV 47). Included were 49 destroyers, four cruisers and various minesweepers, tankers and supply ships, in addition to the hunter-killer force. The hunter-killer force was headed by three smaller aircraft carriers, USS *Wright* (CVL 49), USS *Mindoro* (CVE 120) and USS *Siboney* (CVE 112).

In the first phase of the exercises, approximately 100 ships of the surface force and logistic support cruised from the Virginia Capes to an area south of Argentia. They were "protected" by anti-submarine ships and an umbrella of land-based aircraft. They were "opposed" by a large force of submarines which were patrolling the area. Phase two was much the same except that the theater of operations was in arctic waters northeast of Newfoundland.

Phase three was staged in the Davis Strait area near the Arctic Circle and the coast of Labrador. In this exercise it was assumed that the surface force was retiring from a combat operation. Submarines attempted to thwart the withdrawal, while opposed themselves by surface anti-submarine units.

Later, carrier-based aircraft "attacked" air bases at Quonset Point, R. I., and Atlantic City, N. J., in a final phase of the exercises. Here, submarines and land-based aircraft worked together as a team to protect the U. S. shore.

Similar but smaller-scaled maneuvers were held in 1948. That exercise featured an assault landing against the fleet base at Argentia, involving 65 ships and 31,000 personnel.

QUIZ AWEIGH

Keep pace with the new Navy. Keep in touch with the old. Test your nautical knowledge on this month's ALL HANDS quiz.



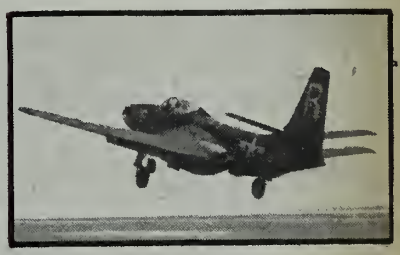
1. The pennont and flag atop this signol hoist ore respectively (a) sopus and yoke (b) speed ond prep (c) second repeoter ond williom.

2. The two lower flogs are (o) williom and oboe (b) charlie ond fox (c) dog ond roger.



3. A man weoring the distinguishing mork at left is (o) opticolman (b) fire controlman (c) expert lookout.

4. A sailor weoring the specialty mork ot the right is (a) carpenter (b) domage repoirman (c) patternmoker.



5. Sailors up on their aircraft recognition know thot this is o (o) F2H *Banshee* (b) FH-1 *Phantom* (c) F9F *Panther*.

6. For onyone familior with carrier operations, a glance should be enough to tell thot it is (o) toking a wave-off (b) landing (c) being lounched by catapoult.

ANSWERS TO QUIZ ON PAGE 53

Latest Word on Overseas Living Conditions

Here is a new summary of information about foreign duty stations for Navy personnel. It's slanted in particular toward housing and living conditions for naval dependents. It tells what they should bring, and what they should expect to find upon arrival.

This is the latest information available at BuPers. Nevertheless, changes occur — rapidly at times — and some conditions may be changed from the information given here, by the time this information is put to use. This would be more likely in the cases of housing, food, medical care and education than in others. These changes would more probably be improvements rather than deteriorations in conditions.

In most cases, the information given here revises the listing which appeared in ALL HANDS a year ago — December 1948, pp. 36-41, inclusive. Also, this year's style of presentation permits more information to be given than in previous listings.

ALASKA (KODIAK AND ADAK)

Climate — Kodiak has a climate which is less rigorous than that of much of New England. The temperature seldom gets above 80°F. in summer or below 20°F. in winter. Rain, fog and snow are plentiful from December through April, with occasional periods of mild, sunny weather.

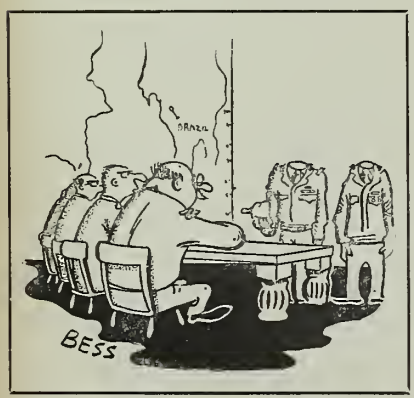
While Adak doesn't have temperatures as low or as high as Kodiak does, the weather in general is worse. Like the other Aleutian Islands, Adak lies between the warm Japanese current and the cold Bering Sea. The meeting of warm and cold air currents resulting from the different water temperatures results in fogs, much rain and snow, and frequent high winds.

Housing — Government quarters are limited in number and the housing shortage is far from solved. Personnel reporting for duty must wait their turn on a priority list before they can be assigned family quarters. Existing quarters are comfortable, and sanitary facilities are good in all government quarters.

There are a few civilian houses in Kodiak that are occasionally available to rent. Quarters at Adak consist almost entirely of remodeled Quonset huts. These can be made very comfortable.

Household effects — Families going to Kodiak or Adak to occupy government quarters should bring drapes, curtains, linens, silverware, cooking utensils and china. In all other respects, government quarters there are rented furnished.

Automobiles — An automobile is not needed at Adak. You might, however, have some use for one at Kodiak. The island of Kodiak has many roads which are usually passable, and an automobile might be desirable for driving to hunting and fishing areas.



"Nothing eventful the fourth day—except a party of headhunters."

Clothing — Bring as much clothing as possible — particularly children's clothes and shoes, if you have children. Extra heavy clothing isn't necessary, but good waterproof medium-weight outdoor clothing *is*. Summer weather is rarely suitable for sun suits, but some light weight clothing is desirable for the summer months. Limited stocks of summer clothing are available for shoppers at Kodiak, but prices are high. Laundry and dry cleaning are both available. Bring plenty of raingear, overshoes and similar foul weather items.

Food — There are commissary facilities for dependents, and prices compare favorably with those in the States. Although few luxury items are carried, an adequate stock of staple goods is maintained. Fresh fruit and vegetables are available when transportation facilities allow their import. (The short growing season does not permit an adequate supply to be grown locally.) Fresh milk is available in limited quantities. Fresh fish and other sea food can be had for the catching at the seashore.

Servants — No servants are available at either of these stations.

Medical care—Adequate medical care for dependents is available at both Adak and Kodiak, but dental care is available only in case of emergency. It is best to have all dental needs taken care of before leaving the States, as a dental appointment entails a long wait. There is only one civilian dentist in Kodiak; none at Adak.

Education — Elementary and high school grades are available at both Adak and Kodiak.

Religion — Customary naval services are held in the chapels on the bases.

Banking — U. S. currency is used, and there is a bank at both Adak and Kodiak.

Recreation — The most popular type of recreation at Kodiak is hunting and fishing. Hunting is prohibited at Adak because the Aleutians are a game preserve. Other activities include movies, libraries, skiing, ice skating, tennis, baseball, bowling and photography. Photo fans should bring a supply of film with them.

General — Both Adak and Kodiak are islands. Kodiak is off the southwest coast, in the Gulf of Alaska. Adak is near the center of the Aleutian chain. Both are remote from other populated areas and must be supplied entirely from continental U. S. sources, by air or water transportation. At Kodiak, the Naval Air Station and Naval Operating Base are located eight miles from the town of Kodiak — population 900. At Adak, the Army and Navy with their service and civilian personnel constitute the only inhabitants.

No travel of dependents to Adak or Kodiak is authorized until quarters on the base have been assigned or the officer or enlisted man concerned has reported and made definite arrangements for his family to live in the town. Dependents should not travel to Seattle, the port of embarkation for Alaska, until notified to do so by the Commandant, 13th Naval District. Questions concerning travel to Alaska should be directed to: Commandant, 13th Naval District, Seattle, Washington.

AMERICAN SAMOA

Climate — American Samoa's climate is conducive to good health for people of all ages and either sex. The normal temperature is 80°. Rainfall averages 177 inches per year.

Housing — Government quarters are available. *There are no private living quarters, hotels, etc., available.* A waiting list is employed, and naval personnel are considered for housing in accordance with existing housing regulations.

Household effects — The available quarters are furnished except for linens, silver, cooking utensils, china, drapes, curtains and sometimes mattresses. Standard electrical equipment will function with the current supplied.

Automobiles — It is handy to have a car for shopping and recreation, but by no means essential. Parts are hard to get, and salt air, moisture and coral dust cause rapid deterioration. Also, it takes many months, usually, to receive a car from the States.

Clothing — Dependents will need

washable summer clothing, only. They should bring enough of this type, however, because no clothing is available for purchase at local stores. Civilian clothing may be worn on off-duty hours by all personnel with families aboard. Laundry facilities are available but dry cleaning facilities are not. Khakis can be obtained at the small stores.

Food — Commissary store, butcher shop and ship's service store facilities are available. Food is plentiful and not rationed. Fresh frozen foods and fresh meats arrive regularly. Good quality pasteurized fresh milk can be obtained from the Island Government Dairy at a moderate price.

Servants — House girls and cooks are available from the civilian population. Latest available figures on wages are: House girls for house cleaning and laundry — $20.00 per month. Full time cook — also $20.00 per month. Local girls can be trained to act as baby tenders.

Medical care — The U. S. Naval Medical Department operates a naval dispensary and the Samoan Hospital, and conducts regular check-ups on all naval dependents. A naval dentist is available for emergencies.

Education — There is a naval dependents' school with qualified teachers which offers instructions in the elementary grades. High school facilities are available at Samoan High School. A "parents' cooperative" offers assistance with preschool-age children.

Religion — Protestant services are conducted by a Navy chaplain, with Sunday school available for children three to 15 years of age. Roman Catholic services are conducted by civilian Marist Fathers.

Banking — U. S. currency is used exclusively. An accredited local bank offers banking facilities.

Recreation — Movies, clubs, salt-water swimming, tennis, basketball, softball, volleyball, horseshoes, bowling, outings, picnics and hikes are some of the types of recreation to be enjoyed in American Samoa.

ARGENTIA, NEWFOUNDLAND

Climate — The summers are short, with temperatures seldom rising above 72° F. There is much fog at Argentia during July and August, but this condition does not extend inland, generally. The weather grows colder in September, with occasional snow up until December, after which the most rigorous part of the winter occurs. The temperature seldom falls below zero, however, and the winter weather can be compared with that of Boston. Argentia's weather is uncertain. Bitter squalls and short blizzards with high winds are common in the winter months.

Housing — Quarters for dependents are available in limited numbers, but applicants must spend some time on a waiting list. No arrangements for moving dependents to Argentia should be made before obtaining permission from the CO and receiving written assignment of quarters.

Household effects — Quarters are equipped with furniture, electric stoves, and refrigerators. All other furnishings, including blankets and linens, must be furnished by the tenants. Such items as lamp shades, ash trays, vases, pictures, curtains and dishes cannot be obtained locally except at St. John's, 34 miles away by road. Mattresses may be obtained from the ship's store, as well as (usually) from the former tenant.

Automobiles — Privately owned automobiles are permitted and encouraged, because of the rigid regulations and control of government transportation. Shipping is performed through the Naval Supply Center, Norfolk, Va. Gasoline and oil can be obtained through the commissary store. Repairs also are made, with the owner depositing the approximate cost with the disbursing officer in advance. Certain conditions regarding customs regulations and insurance must be met before a private car can leave the naval base at Argentia and enter Newfoundland proper. Drivers' licenses can be obtained through the Traffic Control Officer, Marine Barracks, upon satisfactory completion of a standard driving test.

Clothing—Medium weight clothes are suitable most of the year. A sturdy rain coat and galoshes are essential. Also, suitable coats and other garments for severe outdoor weather should be brought. Hats and umbrellas aren't very practical, because of the constant high winds. A few summer clothes should be included, too. Enough clothing for the greater portion of the expected stay in Argentia should be brought from the U. S. when dependents arrive. Such items are scarce and expensive in St. John's. Don't forget shoes.

Food — The commissary store is adequately stocked with all staple items. Frozen fruits and vegetables are usually available, and fresh vegetables to a lesser degree. These stocks depend upon plane schedules and supply ships. In the past, ships have arrived on the average of once every six weeks. Frozen or fresh milk and canned baby food are always stocked.

Servants — Maids can usually be obtained at a wage of $20.00 to $35.00 per month. Because most apartments do not have accommodations for servants, it is necessary to quarter them in the girl's dormitory at approximately $10.00 per month additional cost. Trained cooks or housekeepers are generally unobtainable.

Medical care — Available. There is no charge for out-patient treatments, examinations or consultations for dependents of the U. S. Armed Forces. A daily charge of $1.75 per day is required for hospitalization or in-patient care at the dispensary. Dental facilities are limited and present regulations forbid dental treatment of dependents and civilian employees except in emergencies. All necessary dental work should be done before dependents leave the U. S.

Education — Elementary schooling is available up through the 8th grade. There is a separate nursery school for children aged three to five and a kindergarten for children aged five and six. The cost for a family with one child is $3.00 a month, and $1.00 per month for each additional child. American teachers with certificates from U. S. institutions are employed.

Religion — Both Protestant and Cath-

WAY BACK WHEN

To Pay Your Footing

The road of the novice whether he be a boot or a plebe is more often than not a rough one. Not the least source of his troubles is the older hand who has preceded him and whose wisdom has long since encompassed the devious tricks for indoctrinating the uninitiated.

In the days of the sailing ships, the greenhorn received his "education" through the generosity of seniors, even as do his counterparts today. And then, as now, suitable payments were often extracted from the newcomers. "To pay your footing" was simply the matter of providing oldtimers some of the tuition they always expected aboard sailing ships.

A person going into the tops for the first time was usually directed to "pay your footing," which meant he had to supply all hands with a glass of grog.



In return, of course, the old hands solemnly promised to teach the new hand all they knew about the rigging of the ship.

olic services are held at the Navy chapel by Navy chaplains.

Banking — U. S. currency is the medium of exchange at Argentia, and pay can be obtained in cash or by check, as desired. An account in a bank in the U. S. is recommended. This would be convenient in making purchases from U. S. retailers by mail.

Recreation — The Naval Operating Base has an officers' club, a CPO club, an enlisted men's club and an American civilians' club. There are also a motion picture theater, bowling alleys and a large gymnasium and indoor swimming pool — all available to dependents. Fishing for trout and salmon are popular, and those interested in the sport would be wise to take along their fishing gear. Sled coasting and skating are popular for children. Sleds, toys and similar items can be purchased more cheaply in the States than locally.

General — Argentia has excellent sanitary facilitits and a good, safe water supply. A laundry and dry cleaning plant is included in the ship's service facilities.

ANKARA, TURKEY

Climate — Ankara has a very dry climate. Variations in temperature are wide but seldom extreme. Temperatures usually range between 70° and 90° in summer and 20° to 45° in winter. The summer sun is powerful, but the nights are cool and comfortable. Rain rarely falls during the summer season, and from May until November a heavy dust covers the countryside. The winter snows are moderate. In general, the climate resembles that of Arizona and New Mexico.

Housing — No government quarters are available in Ankara. Other quarters are difficult to find and aren't up to American standards. They are also expensive: $160—$250 per month for a two-bedroom house and $250—$284 per month for three bedrooms. Unfurnished houses and apartments range from $90—$214 per month for two or three bedrooms. Rent for three to six months in advance is usually required and the prospective tenant is required to sign a year's lease, as a rule. There are only two moderately good hotels at average U. S. rates. A few "pensions" are available and relatively suitable for short periods.



"Reminds me of my boy friend!!"

Household effects—Electric refrigerators are seldom included in the furnishings of furnished apartments or houses. As artificial ice is expensive and sometimes unsanitary, it is well to bring your own refrigerator from the States. They are very expensive locally. A good gas stove and electric heaters are also good to have along. Most houses and apartments are heated by coal stoves. Water is usually heated by individual wood or gas heaters in the bathroom.

Electric current is rated at 220 volts, but is more often 200. It is 50-cycle current, which makes it unsuitable for ordinary electric clocks and requires adjustment of record players. It is two or four phase which makes difficult the use of three-phase equipment such as electric stoves. Small individual transformers for each piece of equipment are better than large ones. Better consult a competent electrician.

Shipment of household effects is likely to take considerable time. Take along as *hold luggage* any items that will make hotel life more comfortable — transformers for radio and other electrical equipment, flat irons for 200 V. current, etc.

Automobiles—It is convenient to have one's personal automobile. Operating costs are high — 50 to 60 cents per gallon for gasoline. Maintenance and repair facilities are extremely limited.

Clothing—Because of high local costs, all clothing needs anticipated during the tour of duty at Ankara should be provided for before leaving the States. In general, the type of climate described will dictate clothing needs. Women should include sturdy low-heeled shoes, because everyone walks a lot in Ankara. Also, they should bring galoshes — for rain, snow and slush are common in winter. Civilian clothes are worn on duty and off, except for certain official occasions. Officers will encounter many social obligations — some where formal dress is required. Warm clothing for indoor wear should be brought.

Food — Adequate. Local milk must be made safe by heating. Local sugar is coarse and expensive. Canned goods are scarce and expensive.

Servants — Most types of domestic help are available for $25—$60 per month.

Medical care — Dependents are eligible for medical care at a small hospital in Ankara which is staffed by Army doctors. Dentists are rare. Nearest oculists are at Istanbul — an overnight ($20) trip away by train. Those who wear glasses should bring their prescriptions with them. All naval personnel and dependents entering Turkey must be inoculated against typhus, typhoid, cholera, smallpox and tetanus.

Education—A small school for American children has been organized by American parents living at Ankara. The charge is $15.00 per month for each child. The Calvert School course is used and parents planning to send their children to the school should bring the proper course with them. Several American and English schools are available at Istanbul.

Religion — Two chapels in Ankara hold Catholic services each Sunday. On the second Sunday of each month, the British Embassy holds an Anglican service in its embassy building.

Banking — Funds can be transferred to a Turkish bank. Cashing American bank checks is difficult. The Turkish Lira, worth about 35 cents, is the medium of exchange. People arriving in Ankara should have a fund of travelers' checks — $20 denominations. Ample allowance should be made for initial expenses.

Recreation — Ankara has three fair motion picture theaters. Pictures are usually approximately a year old. Hunting, fishing and riding can be engaged in. Tennis is available for personnel of the naval mission. The picturesque city offers many possibilities for photography and art fans. Skiing is a popular sport in winter. All sports equipment except skis should be brought from the States. Playing cards and other indoor games should also be brought from home. Magazine subscriptions are desirable.

Miscellaneous — Any dependents going to Ankara should not fail to get a copy of the Bureau of Naval Personnel's pamphlet concerning living conditions at that station. The pamphlet is very detailed and helpful.

BERMUDA

Climate — Bermuda's climate is mild, pleasant and healthful, but rather damp. Fine summer weather continues from March to mid-October. Winter temperatures range usually from 58° to 68°, with a drop to 50° rarely occurring. There is considerable wind in the winter months.

Housing—Government housing is limited. Civilian housing is expensive — $80 to $170 per month — and utilities will cost $14—$22 and up. Adequate housing must be arranged for before dependents are permitted to enter the area.

Household effects — Most houses are rented already furnished. Lacking items can be purchased locally, but prices are high by U. S. standards. Personal effects and household goods brought to Bermuda are exempt from Bermuda customs duty.

Automobiles—Automobiles larger than 10 horsepower models are not permitted in Bermuda. Bicycles and motor bikes are popular. The station provides boat and bus transportation.

Clothing — Dependents will need a good supply of cool, washable clothing with some rain clothing and cool weather garments included. No very heavy clothing is necessary. Some formal clothing is

recommended if use of public eating and dancing facilities is planned. It is well to bring most clothing from the States because of high local costs.

Food — The commissary store at the base is adequate for dependents' food needs.

Servants — Available at $8 to $14 per week.

Medical care — The usual naval medical care authorized for dependents is available and adequate.

Education — There are no public schools in Bermuda suitable for American children. There are adequate private schools, however, with fees ranging from $50 to $150 a year depending on the school and the age and grade of the child. Transportation of school children is provided by the station.

Religion — Religious services for all common American faiths except Jewish are available. Special Jewish holy days are observed and services are held at the Army Base for all personnel.

Banking — Available.

Recreation—Tennis, movies, golf, fishing, swimming, sailing and bicycling, as well as organized intramural sports can be enjoyed in Bermuda. In general, recreational facilities are ample.

General — Prices and costs given here were those that prevailed before the British Pound was reduced in value. While new prices were not available at the time this was prepared, they should be generally somewhat lower if any change takes place.

CANAL ZONE

Climate — The temperature varies between about 75° and 90°, averaging approximately 85°. Humidity is usually high but nights are moderately cool, as a rule. The dry season begins in December and lasts approximately four months, during which there is practically no rain. Rainfall during the remainder of the year is very heavy and may vary from intermittant showers to day-long downpours. Humidity is especially heavy in the rainy season. The climate in general would compare favorably with that of the summer months in southeastern U. S. areas.

Housing — Housing for Navy dependents is limited in the Canal Zone and is the principal governing factor in regard to dependents entering that area. Private quarters are sometimes available in low-cost housing developments. Dependents may not commence travel to Panama until housing has been assigned and permission has been granted for their entry.

Household effects — Furniture only is provided in Navy quarters. Other quarters may or may not be furnished. Because of a lack of storage space, it isn't usually advisable to bring furniture to the Canal Zone. In addition, veneer furniture would deteriorate rapidly because of humidity and overstuffed furniture would mildew from the same cause. All items except furniture should be brought, however, as well as floor lamps, table lamps and small tables. Except for limited areas, electrical current is 110 volt AC, *25-cycle*. Common electrical appliances employing motors which are designed for 60-cycle current won't run on 25-cycle current. Irons, toasters and electric razors of the vibrator type will, however. Twenty-five cycle motors for conversion sets were not available locally at last report. Electrical appliances designed for 25-cycle current are available at the local commissaries at approximately the same price as in the U. S.

Automobiles — Private automobiles can be used to good advantage and should be shipped to Panama if available and in good condition. Gasoline is cheaper than in the U. S., but maintenance facilities are limited and expensive. A good road now runs from coast to coast — approximately 50 miles. Also, some very interesting trips can be made to the northern provinces, especially in the dry season.

Clothing — Summer clothing is worn the year around. A limited variety of clothing for women and children can be obtained locally. Still, it is advisable for dependents to obtain a good supply of washable cotton clothing before leaving the U. S. Laundry facilities are available.

Food — The food supply is plentiful but somewhat lacking in variety — particularly in regard to fresh fruit and vegetables. Fresh milk is very limited and generally provided only for smaller children and the sick and convalescent.

Servants — Panamanian and West Indian domestic servants are available at a wage of approximately $30 to $50 a month.

Medical care — Available medical and dental facilities are excellent and plentiful.

Education — The public school system is under Panama Canal Zone administration and has high standards. In addition, Catholic schools are available both on the Pacific and Atlantic "sides."

Religion — Many religious services are held at service chapels and at churches of numerous denominations in the Canal Zone. Services in the Republic of Panama are predominantly Catholic.

Banks — U. S. currency is used and banks are available.

Recreation—Movies, swimming pools, beaches, golf, tennis, fishing, basketball, bowling and baseball are available, but not in all cases convenient. Swimming is a popular year-round sport and many take part in sailing. Sport fishing is splendid in the Bay of Panama. Clubs are located at most of the Navy and Army stations and special membership privileges are granted by private clubs. Recreational facilities are considered adequate by most Canal Zone dwellers.

General — It is advisable for dependents to bring their birth certificates in order to apply for passports to visit neighboring Central and South American countries, should they desire. A visit to the mountainous interior region of Costa Rica is a popular and unforgettable trip made by many Canal Zone people — frequently by some, especially in the dry season.

GERMANY

Climate — The climate is similar to that of the U. S. North Atlantic states — particularly New York and New Jersey, but without the occasional intense summer heat. Bremerhaven is damper than most of Germany and has much rain and fog.

Housing — Quarters for the most part are private homes and are assigned on a strict priority basis. Rentals for officers are $60 to $120 per month, depending upon the officer's rank. Enlisted men are assigned similar quarters at a reduced rate.

Household effects — All quarters are completely furnished except for chinaware, kitchen utensils, linens, electrical appliances and some similar items. Not all have refrigerators. Refrigerators can in some cases be purchased from previous tenants. Most needs can be purchased from Army post exchanges, and few if any from civilian stores. Electrical current varies — often between different sections of the same town. It is either 110 or 220 volts. Toys should be taken along for the children. Clothes pins have not been available in Germany.

Automobiles — You will find a car very desirable. Gasoline is cheaper than in the States. Parts and repairs are available through the Army European Exchange Service. Bicycles are popular for children.

Clothing — Blues are worn mostly by naval personnel. In a few locations officers and CPOs are occasionally authorized to wear tropical worsted or gabardine khakis. Dependents should bring a reasonable supply of clothes and shoes suitable for the various seasons in New York City. Most social affairs — particularly in Berlin — are formal. The PXs have fair clothing departments to meet supplementary needs.

Food — Army commissaries are fully adequate and provide practically all customary items. Baby food and fresh milk



"Mermaids? Whoever saw a mer——?"

are plentiful. Prices are slightly lower than in most U. S. stores.

Servants — One servant is furnished each family at no additional cost above house rental. Other servants are available at approximately $80 per month.

Medical care — Adequate for dependents of all ages.

Education — Schools for dependents are provided in all communities where American personnel are stationed. American teachers offer instruction in all grades — kindergarten through high school.

Religion — Service chaplains conduct church services in all faiths.

Banking — The Chase National Bank has branches in all large cities and the American Express Co., has offices in every community. Military payment certificates, commonly called "scrip," is used exclusively.

Recreation—Service clubs offer dances, snack bars, photographic dark rooms, hobby and craft shops, libraries, and music rooms — all open to dependents. Officers' and enlisted men's clubs offer a good social program. Tours conducted by Special Service and the American Express Company are of great interest to dependents. These tours include Switzerland, Holland, Denmark, France, Italy, the United Kingdom, Belgium and Austria. Civilian night clubs are prevalent but rather expensive. Special Service presents movies everywhere and conducts a complete and well rounded sports and athletic program.

GREECE

Climate — The climate in Greece is temperate. Summers are very hot; winters are damp and moderately cold. Generally the climate is like that of Washington, D. C., but the summers are dryer. Salonica is much colder and damper than the rest of Greece.

Housing — The only possibility in regard to housing is to rent civilian apartments or villas. They are very scarce and expensive. A five-room apartment with two bedrooms and bath will rent for more than $300 per month. Rent for six to 12 months is required in advance. Occasionally, villas in the suburbs are available at slightly lower rent, but they have few conveniences. Houses in the residential section are frequently very desirable, but rent for $300 to $500 a month and are hard to get. Hotel facilities, when available, are suitable for only a short stay, because of the high cost.

Household effects — Apartments and villas are furnished except for electrical appliances, refrigerators and washing machines. Most items can be purchased locally, but are very expensive. Houses and apartments aren't usually equipped for comfortable winter heating and may seem sparsely furnished in other respects, by American standards. Fuel and electricity are expensive and rationed. Bring



"Joey is a strong defender of the Navy."

transformers for electrical appliances which aren't rewired for 220 volts. Beds, springs and pillows brought from home are likely to be more comfortable than those furnished with houses and apartments. Electric current is rated at 220 volts, 50 cycle, three phase.

Automobiles — Definitely recommended. Car should be new or in good shape. Parts, gasoline and repairs are scarce and expensive.

Clothing—Naval personnel wear blues from November through March — khaki and whites in the summer. Women should bring a good supply of clothing for themselves and children, including low-heeled shoes for themselves. Sidewalks and pavements are uneven. Clothing can be purchased locally at high prices. Feminine apparel for most social affairs is formal. Naval personnel wear civilian clothes off duty. Heavy coats are needed by all in winter.

Food — Most basic needs are met by the Army commissary. Local food isn't at all plentiful, except for vegetables in season, and fish. Local meat is scarce and not considered acceptable by American health standards. Local fresh milk can be used if boiled. Other dairy products aren't acceptable. Water is often scarce and rationed.

Servants — Available at wages varying according to skill required.

Medical care — A dispensary staffed with U. S. naval personnel exists at Athens. Arrangements for beds and facilities in a local hospital are being made.

Education — There are several schools operated by Americans for Greek children. American children may attend by special arrangement. Establishment of an American school is under discussion.

Religion — Greek Orthodox, Roman Catholic, English Anglican, and a nonsectarian church are available.

Banking — Available in Greek or British banks. Currency is the Drachma and the rate of exchange is approximately 10,000 for one dollar. The government is very strict about foreign currency declared on entry and exit from the country. Travelers should comply with regulations without fail. Military scrip is used in APO, snack bar, PX and commissary. A "stateside" checking account is desirable — especially for purchasing U. S. merchandise by mail.

Recreation—Historic sightseeing, bathing, boating, tennis, night clubs, movies in English, basketball, softball and soccer.

GUAM AND SAIPAN

Climate — The weather at Guam and Saipan is tropical, but not often too unpleasant for reasonable comfort. Temperature ranges from 74° to 95°, with an average of 81°. Humidity is usually fairly high, averaging about 73 per cent. There is a continuous refreshing ocean breeze. The nights are cool, often making a blanket necessary. Most of the annual 90-inch rainfall falls during the summer months — July to October. The other eight months provide almost constant pleasant weather. Earth tremors are frequent but mild. Typhoons are infrequent, but not mild. All new buildings are being constructed typhoon-proof.

Housing — Most available housing in the Marianas since the war has been Quonset-type structures, often not comfortably furnished. New permanent Navy housing is increasing on Guam.

Household effects — Practically all household furnishings *except* large basic items of furniture and stoves and refrigerators should be brought. All kitchenware, dishes, linens, bed clothing, electrical utensils, lamps, radio, pictures, nick-nacks and similar items should be brought. Electrical current is 110 volts, 60 cycle — the same as that most often used in the States. In general, not the best furnishings should be brought. The great shipping distance is one reason; another is the harm often done furnishings by mildew and tropical pests. Many native items can be bought locally and are of value for their decorative effect.

Automobiles—Families going to either Guam or Saipan will profit by having a car along. Distances are extensive in many cases, and many pleasant trips can be taken by automobile — especially on Guam. Take a manufacturer's parts catalog with you, if possible, and a wiring diagram. Repair facilities are limited. The car should be in good shape before shipping and a supply of basic spare parts should be taken along.

Clothing—A good supply of washable summer clothing should be taken with dependents going to the Marianas. Also, provisions should be made for buying more by mail. Clothing needs would be comparable to those of summer months in the States. Swimming trunks and sun suits are almost essential. Laundry facilities are present, but dry cleaning isn't.

Food — Army and Navy commissaries supply adequate food. Guamanian stores occasionally have certain delicacies not carried by the commissaries. Some local produce can be bought, including bananas, papaya, mangoes and pineapple of

standard quality. Reefer ships have been arriving approximately once every three weeks with fresh fruit and vegetables. The only milk is canned, frozen or powdered.

Servants — Servants can be hired at an average wage of $25 per month.

Medical care — Each large command has its dispensary where service personnel and their dependents may obtain the best of medical attention. The U. S. Naval Hospital fills the need for those needing hospitalization. Dental treatment for dependents is authorized only in emergencies, so dependents should have all needed dental work done before leaving the States. Persons going to Guam to live must have typhoid and tetanus inoculations and smallpox vaccination not more than six months before arriving. Americans living in Guam usually enjoy good health.

Education — Good educational facilities are to be found for all grades and ages. In Guam the cost is only nominal for non-resident children. At NOB Saipan, tuition is $5 for a family's first child, $3 for the second and $2 for each additional child per month.

Religion — Navy services are held each Sunday and on religious occasions, in all common faiths.

Banking — Available at both Guam and Saipan. U. S. currency is used.

Recreation — A broad recreation program including the clubs, movies, libraries, and all sports except winter sports is provided. Well organized league athletics provide an interesting spectator sports program. Swimming, sailing and fishing are very popular, although beach bathing is hampered somewhat by sharp coral. Recreational facilities for children aren't as ample as they might be.

General — The BuPers pamphlet on living conditions for naval dependents at Guam and Saipan is very helpful. Those going there should obtain a copy.

GUANTANAMO BAY, CUBA

Climate — The climate of Guantanamo Bay is best described as semi-tropical. The temperature varies from 62° to 85° in winter and between 72° and 92° in summer. There is a short rainy season in October and November, and another minor one in April and May. The rain storms are sudden, heavy and brief. There are no extended periods of high humidity as in many truly tropical areas. Guantanamo Bay's climate is very healthful.

Housing — Considerable housing for naval personnel and their families exists on the station, but at last report was not sufficient to meet the demand. This housing varies from three-bedroom houses with two baths to Quonset huts with two bedrooms, bath, kitchen, and combination living room and dining room. Transportation of dependents to Guantanamo Bay cannot be obtained until Commander, NOB Guantanamo Bay, has certified that adequate quarters are available. Living conditions in the two towns within commuting distance of G.B. are generally below acceptable American standards.

Household effects — All quarters have essential furniture, including stoves and refrigerators. Bring linens, blankets, kitchen utensils, electric iron, washing machine, radio (standard broadcast and short wave combination is best) and any other desired item for decorating and comfort. If you so desire, you can bring and use your own furniture. Electric current is 110 volts, 60 cycle, same as in the States.

Automobiles — CPOs and first and second class POs can ship their cars to G.B. at government expense, and families will appreciate having their cars there. Automobiles should be in good condition as only minor parts are available on the base and parts are hard to get.

Clothing — Cotton and rayon washable summer clothes should be brought along for everyday wear — lightweight woolen dresses or suits for cool evenings. Evening clothes are optional but are worn at most dances and social affairs. Very little clothing can be bought locally, but the base has two sewing shops. Materials and sewing needs can be purchased and competent seamstresses can be hired. Military personnel aren't allowed to wear civilian clothes except while engaged in recreation. The uniform for officers and CPOs consists of khakis without coats, ordinarily — whites for church services and formal occasions. Laundry and dry cleaning are available.

Food—The commissary is well stocked with plain foods, baby foods and some household and personal items. Frozen fresh milk can be had. Some safe fruit and vegetables are available locally, and occasionally some sea food. Fresh fruit and vegetables and frozen foods from the States are usually on hand.

Servants — Available but not always the most efficient. Maximum pay — $35 per month.

Medical care — Good medical facilities are at hand for dependents. The hospital has two wards, an air-conditioned delivery room, an incubator and a nursery with cribs. Dental care is another matter. Only extreme dental emergencies can be handled on the base, and the nearest civilian dentist is at Santiago — seven hours away by boat and train. Dependents must have their teeth in first-class condition before coming to Gitmo.

Education — The NOB school covers all grades from kindergarten through senior high school, with books furnished. It is well equipped and staffed with competent teachers. At last report it was in the process of becoming an accredited school. Tuition averages $5 per month per child. The school term is nine months.

Religion — Protestant services are held at 1100 and 1900 on Sundays, in the base chapel. Sunday school is at 0930, at the schoolhouse. Catholic Masses are held each morning and three times on Sunday. Jewish services are also held.

Banking — U. S. currency is used exclusively, but there are no banking facilities. Checks may be cashed at the ship's service stores and the post exchange.

Recreation — Swimming, tennis, badminton, sailing, boating, fishing, hiking, golf, bowling, horse-back riding, skeet shooting, dancing and nightly open-air movies are all available. Athletic equipment such as tennis rackets, golf clubs and sail boats are available on the base for use of naval personnel and their families. Horses may be rented at $1 an hour or $15 per month. People coming to Guantanamo Bay should bring suitable clothing for engaging in their favorite outdoor sports.

HAWAII

Climate — The climate of Hawaii is not surpassed anywhere in the world. The average temperature ranges from 70° in the winter months to 78° in August. Steady fresh winds blow nearly all the year and Honolulu is cooler than most stateside cities are in the summer months. The days are almost always cool and bright and the nights are usually cool. The air is usually dry and invigorating, and billowing white clouds provide protection from the semi-tropical sun.

Housing—Navy housing on the island of Oahu is still acutely short, and entry of dependents is restricted until the command to which personnel are reporting has certified that adequate housing has been obtained. Private housing and local hotel accommodations are expensive and hard to find. Quarters assigned to naval dependents are of three types: public quarters—furnished; interim public quarters—unfurnished and rental quarters—unfurnished except for refrigerator, stove and hot water heater. Housing assigned to enlisted personnel may be either the interim public quarters or the rental quarters. Applicants should expect a considerable wait.

Household effects—No definite advice regarding household furnishings can be given, because of the variation in furni-



Norval E. Packwood, PFC, USMC

"Never mind what I used for bait."

ture included in rental housing. It would be best to determine in advance whether your quarters are to be furnished by the Navy , and to what degree. When needed, furniture should be shipped to the new station, if practicable, because of the high cost of furniture in the local stores.

Clothing — Summer clothing is worn the year round, with playsuits and shorts popular for leisure time. Cotton dresses are popular and bathing suits are a "must" item. All needed clothing can be bought at island stores and prices are only slightly higher than in the States. No heavy clothing need be brought, except a light raincoat or top coat. Women rarely wear hats or gloves. Laundry service and dry cleaning are available.

Food — There is normally a plentiful supply of all kinds of food for adults and children, including small babies. Varieties compare favorably with those found in mainland stores in larger cities, with certain types of fresh fruit found in great abundance.

Servants — Some servants are available, but demand high wages.

Medical care — Both routine medical care and hospitalization are available, with hospital rates for eligible dependents the same as established for all naval hospitals. Civilian physicians, hospital facilities and clinics are available on the island of Oahu to anyone desiring such services.

Dental care isn't so easily obtained, and is generally given dependents of naval personnel only in the case of emergency. Civilian dentists also are scarce, and dental appointments cannot be obtained without a long wait. People going to Hawaii to live should have all needed dental work done before leaving the States.

Education — Schools in all grades — kindergarten through college — exist, with standards as high as those of mainland schools.

Religion — Protestant, Catholic and Jewish services are held in the Navy housing areas. Honolulu churches offer services to nearly all denominations.

Banking — Adequate banking facilities are at hand. The services rendered compare favorably with those of mainland banks. Branches of the two large Honolulu banks are maintained near the Pearl Harbor Naval Shipyard.

Recreation — All the opportunities for recreation afforded the tourist are available to Navy families in Hawaii. Water sports are the most popular sports in the islands. There are beaches not far from all stations, and there are also many pools at naval activities. Golf, tennis, horseback riding, deep-sea fishing, sailing and bowling are popular. There are excellent service clubs for dining and dancing, and many movie theaters. A general library and craft shops are available to Navy dependents, as well as a large athletic arena featuring spectator events such as movies, basketball, boxing and other sports.

General — Second-hand furniture can often be bought from departing families. Buses owned by the armed forces often aid in transporting children to school.

KWAJALEIN

Climate — The climate of Kwajalein is of the type usually found in the central Pacific — tropical, but tempered by trade winds and not generally uncomfortable. In most respects it would be comparable with that of Guam.

Housing — The only quarters available are those which have been built by individuals. They are not numerous. Houses are of the two-bedroom-and-bath category.

Household effects — Adequate furnishings are provided with the quarters, including necessary kitchen utensils. Electricity is 110 volts, 60 cycle — the same as U. S. current used for all stateside electrical appliances. No furniture is available for purchase locally.

Automobiles — There is no need for an automobile at this station.

Clothing — Light clothing, only — with some rain gear — is needed. Bring all clothing for which a need is anticipated during your tour of duty at Kwajalein, unless you plan to buy by mail. Nothing can be bought locally, except uniform items at the small stores. Laundry service exists for adult clothing and household linens.

Food — There is now a ship's store with a commissary section, at Kwajalein. This provides adequate supplies of food. Meals may also be obtained at the officers' and enlisted men's clubs.

Servants — Available at a wage of $30 per month.

Medical care — The naval medical facilities are available for dependents. Dental care is available for dependents only in emergency cases. All necessary dental work should be completed before leaving the States.

Education — Kindergarten classes and elementary school grades are conducted. The Calvert System of home study is recommended for higher grades (six, seven and eight).

Religion — The usual naval services are conducted in the Naval chapel.

Banking — No banking facilities are available. U. S. currency is used exclusively.

Recreation — The possibilities for recreation are somewhat limited, but by no means non-existant. Most obvious opportunities for recreation are the clubs, movies, the library and the tennis courts. Many others are present for those with initiative and imagination. A few of these would be swimming, sailing, fishing, softball, basketball, handball, volleyball, badminton, model plane building and flying, leathercraft, photography, art, etc. Necessary equipment for some of the last-named hobbies should be taken along for they woudn't in some cases be available in Kwajalein except by mail.

LONDON

Climate — Summers are mild and somewhat brief in London. Winters are cold and wet, with much fog. No great extremes in temperature are experienced, but the climate in general is rigorous.

Housing — Civilian housing is utilized, furnished or unfurnished. Unfurnished houses are rented *completely* unfurnished — without even light fixtures, window shades or linoleum. Prices are high, running from $108 a month for one or two rooms without cooking facilities to $250 a month and up for family houses. (All figures concerning living costs in England and British possessions are those which prevailed before the pound was devaluated. Costs in dollars may now be somewhat lower.)

Central heating is rare, except when an apartment is located in a modern apartment building. Most heating is done by open coal-burning fireplaces, assisted by electric or gas heaters. Coal is rationed and must be obtained through local rationing offices. A housing office is maintained in CincNELM headquarters, which keeps a list of available quarters.

Household effects — Unless one is renting unfurnished quarters, there is no need to ship complete household effects to this area. Additional pieces to round out a home's furnishings are usually desirable, however. Some of these would be an electric or gas refrigerator, electric mixer, vacuum cleaner, rugs, washing machines, blankets, linens, silverware, glassware, and cooking utensils. Often, if these are included in a house's furnishings, they are not in good repair. Electric current is 210-230 volts, 50 cycle. Transformers will be needed in order to use common American electrical appliances. Small transformers can sometimes be bought at the ship's service store, but larger ones cannot be obtained locally.

Automobiles — Personnel are not encouraged to bring their automobiles into the United Kingdom. Gasoline is rationed and operating costs are high. Authority to operate automobiles in the United Kingdom may (and must) be obtained from CincNELM. CincNELM doesn't, however, impose any restrictions on importing cars in accordance with the BuSandA Manual.

Clothing — Bring plenty of clothing for cold, wet weather. All clothing in England is rationed, with a few exceptions, and has been more expensive than in the U. S. The uniform for naval personnel is "blues" the year round.

Food — The Navy commissary has a fairly complete stock of staple goods. These are rationed, but the ration is adequate.

Servants — Charwomen can be hired easily on a part-time basis, at an average wage of 50—60 cents an hour. Full-time servants can also be obtained at a mod-

erate weekly wage, but are not plentiful.

Medical care — Excellent medical care is available, with out-patient service offered for dependents.

Education — Children may attend the elementary grades in the state schools free of charge, but a slight fee is required for the higher grades. There are numerous private schools in all grades — both boarding schools and day schools. These are preferred by many because of the smaller classes. Various fees are charged, by the four-month term. Boys and girls do not attend the same classes. Enrollment in private schools should be made as far in advance as possible.

Religion — Services are conducted at the Navy chapel, and churches of all denominations will be found in London.

Banking — British banking facilities can be used. All transactions are made in pounds sterling, including those in the ship's store and commissary.

Recreation — Facilities for recreation are practically unlimited. Week-end trips to other parts of England are popular, as well as trips to Ireland, Scotland and the continent of Europe. Navy and interservice sports are conducted and dances are held periodically for both officers and enlisted personnel.

PHILIPPINES

Climate — The climate of the Manila area is tropical. Daytime temperatures are high — ranging from 86° to 95° throughout the year. The coolest and pleasantest part of the year is the dry season — from January to April. The rainy season extends from June through October, and the rainfall is heavy. As much as 13 inches of rain has been known to fall in a single day. Winds are light and gentle, usually, except that in the late afternoon in the rainy season a moderate breeze springs up. Typhoons strike the area occasionally — especially in August, September and October. Humidity is high at all times.

Housing — The majority of government houses are converted quonset huts which are adequate and comfortable. Construction of permanent houses and quarters is underway. There is usually a waiting list for government quarters. A few suitable civilian houses can be found outside the base at Sangley Point. Naval personnel are allowed to rent them if they are found to be up to U. S. standards. Rental allowance is withheld from personnel living in government quarters.

Household effects — Dependents should bring the utensils which they use the most. The Navy doesn't furnish appliances such as juice squeezers, toasters, waffle irons, electric mixers, and similar items. Most items of this kind can be found in ship's stores and Army PXs. Many wives have found that a portable or electric oven is very handy. Current is 115 volts, AC. Stateside appliances will operate on it without trouble.

Automobiles — Private automobiles are recommended, although long delays in shipping may be expected. There are many fine roads in the Manila area. Roads elsewhere are not always in the best of condition. There is adequate transportation between the various bases and the city of Manila without an automobile, and your car will not be essential.



"I was out with a sailor and had to swim back."

Clothing — Women and children should bring mostly summer clothing. Rain gear is essential for the wet season. Shoes should be typical summer wear, with some good walking shoes included. If trips to the mountain resorts are planned, a few lightweight woolens might be included. Local prices for women's clothing is high. Good seamstresses can be hired. A few bright evening dresses should be taken. Ships stores sell some personal items. Navy personnel are required to wear uniforms at all times. White uniforms can be bought at reasonable prices and are required for almost all evening occasions.

Food — The ship's service stores and commissaries will normally provide for all food needs. Most foods are also available at the stores in Manila, but prices are high. Local markets are stocked with many kinds of tropical fruit as well as familiar varieties of vegetables.

Servants — Servants are available and may be hired easily at very reasonable wages.

Medical care — The best of Navy medical care is available to dependents in the Philippines. As at many places, dental care is given only in emergencies, however. All needed dental repairs should be made before leaving home. Also, people wearing glasses should bring an extra pair. Prescriptions for glasses can't always be filled promptly.

Education — Available in all grades through high school, and through college in the Manila area. It's on as high a level as in continental U. S. schools.

Religion — Protestant and Catholic services are held at the base chapels. Manila has churches of all kinds.

Banking — Banking facilities normally found in any large city are available in Manila.

Recreation — Recreational facilities in Manila are very good. There are numerous eating places, two golf courses, horse racing, swimming, and all recreation usually found in a large city. Good service clubs, libraries, stadiums, etc., are plentiful. The Navy maintains a Fleet recreation and rehabilitation center at Baguio, situated in the mountains about 200 miles north of Manila. Personnel are allowed to go to Baguio for a period about once in each six months. There are a few houses there for dependents. Leading American magazines can be bought in the ship's stores and local shops. Plenty of toys should be brought for the children.

RIO DE JANEIRO

Climate — The climate of Rio de Janeiro is fairly even with the hot, humid months being January-March. The rainy season occurs usually during June and July. During the hot months the weather is comparable to that of Pennsylvania and Washington, D. C., during June and July.

Housing — It is extremely difficult to find suitable living quarters at a reasonable price in Rio de Janeiro. There are no buildings in which some or all of the apartments are permanently furnished and let by the management.

Household effects — In general all house furniture, furnishings and equipments should be brought from the U. S. if possible. European-made equivalents are available here and locally manufactured articles are selling at high prices.

Automobiles — Private automobiles should be brought to Rio. Insurance is approximately 30 per cent costlier than provided by United Services Automobile Association and must be carried by a company licensed to operate in Brazil.

Clothing — A good electric sewing machine is highly recommended. Cottons, rayons, wash silks and linens in that order of desirability are needed. In winter most women wear dark clothes. Lightweight wool clothing suitable for spring in northern U. S. are necessary. A light coat should be brought but gloves of all sizes are available here at about one-half the U. S. prices. Swimming suits are available but at higher prices than those in the U. S. No bathing caps are available locally. Only children's clothing made locally is available. Outer clothing especially for boys, is usually very expensive and not regarded by Americans as acceptable in quality or cut. Underclothes are acceptable and fairly reasonable in price. Children need sweaters and light woolen clothing as well as a light overcoat for cool days, but warm winter coats are unnecessary.

Food — Most all foods are available but at high prices. You can get staples, canned goods, meat, fish, fresh vegetables, fruits, cheese and coffee. A post exchange is operated there which carries certain basic items but is often short of supply and prices are a good deal higher

than in similar stores in the States. There are occasional scarcities of imported foods and a shortage of flour and milk.

Servants — Servants are available. Average wages paid for domestic servants are $25 to $80 per month. The majority do not speak English and the lady of the house can expect many difficulties.

Medical care — Navy medical facilities are very inadequate for dependents. Local doctors are plentiful. Hospitals in Rio de Janeiro are below American standards and very expensive. They are understaffed and have an inadequate and limited number of nurses. At present many U. S.-produced medicines are difficult to obtain.

Education — Practically speaking, the interest of Americans is limited to two schools: The American School of Rio de Janeiro and Bennette College. (Kindergarten, elementary, and college preparatory.) Cost $250 per year. Both schools are very good.

Religion — Brazil is largely Roman Catholic. There are numerous Roman Catholic churches in Rio. In Christ Church (Church of England), the Union Church (Protestant non-denominational, with American pastor), one Catholic Church and the Christian Science Church, the services are in English. There are nearly 100 Protestant congregations in this city, but all except the ones mentioned have services only in Portuguese. The following churches are represented: Episcopal, Presbyterian, Methodist-Episcopal, Baptist, Seventh Day Adventist, Congregational, Greek Orthodox, Assembly of God, and two synagogues.

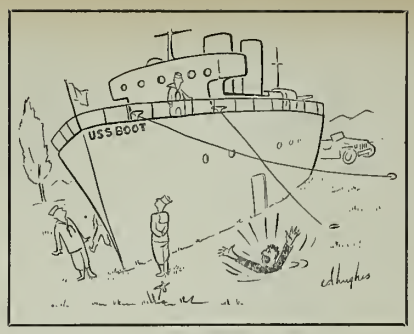
Banking — The National City Bank of New York and First National Bank of Boston have branches in Rio de Janeiro, and in addition there are numerous other banks which are considered suitable for personal banking purposes.

Recreation — Social entertaining of both an official and private nature is fairly extensive. These conditions especially affect the Naval Attache and assistants. All of the usual forms of sports are easily available and widely practiced but sports equipment should be brought with you.

General — The cost of living in Brazil is increasing rapidly in spite of the already all-out-of-reason costs. Knowledge of the Portuguese language, to any extent, will measurably increase the pleasure of your stay in Rio. The lady of the house must know the Portuguese words for vegetables, meats, and household items from the start.

ROOSEVELT ROADS AND SAN JUAN, PUERTO RICO

Climate — Puerto Rico enjoys the best features of what is generally known as a "tropical" climate. It is bathed continuously by the northeast trade winds which offset the generally high humidity. Temperatures the year round usually stay between 65 and 85 degrees. Rain showers, during the summer months, are frequent but of short duration and occur mainly between the hours of midnight and six A.M.



"Help!"

Housing — San Juan — Housing facilities are available in the San Juan area. There are a limited number of government furnished quarters. The Navy operates a low cost housing development at San Patricio, five miles from the naval station. Houses and apartments outside of the Naval reservations are much in demand. Rentals for civilian properties are usually exhorbitant. Roosevelt Roads — There are quarters for 215 families on the station but they are far from being adequate for the personnel now stationed there. There is a long waiting list. There are no desirable houses or apartments outside the station nearer than the San Patricio housing development. The distance between San Patricio and Roosevelt Roads is about 50 miles and commuting is not recommended. The connecting road is rough, narrow, crooked and treacherous.

Household effects — Government furnished quarters are equipped with the basic needs but occupants must furnish linens, silverware, china, and kitchen utensils. There are many stores in the larger towns of Puerto Rico that sell good quality furniture but, except for mahogany, prices are higher than in the U. S. Such things as sewing machines, radios, vases, ash trays, small tables, pictures and throw rugs should be brought along.

Automobiles — Private cars are very desirable and almost a necessity, especially at Roosevelt Roads. Automobiles may be shipped by way of Navy water transportation. They are shipped on a space availability basis and usually take three or four months to arrive at their destination from the point of embarkation. This is only for second class petty officers and above and a ten dollar service fee is charged. Cars can be shipped immediately on any of several commercial steamship lines operating out of the U. S. ports at a cost ranging from $150 to $200. It is recommended that cars be in good mechanical shape as the roads are rough and repairs are generally about 40 per cent higher than U. S. prices. Adequate liability insurance is very important as pedestrians give way very reluctantly.

Clothing — Cotton and rayon washable clothes are comfortable for everyday wear the entire year. During the winter months the evenings are cool and lightweight cotton or woolen dresses, suits, sweaters, and jackets can be comfortably worn. Hats are seldom worn in the San Juan area. Other recommended clothing — sun dresses, play clothes, bathing suits, bathing shoes, and a good supply of under clothing, especially for children.

Food — In the San Juan area the Navy operates a commissary store on the naval station. It is well stocked in staples, frozen meats, poultry, frozen fruits and canned foods (including baby food). The prices are in general the same as those in the U. S. There are many well stocked grocery stores in San Juan. The prices however, are usually about 50 per cent higher than they are in the U. S. Milk is delivered daily (except Thursdays and Sundays) by the Puerto Rico Dairy at a current price of 22 cents a quart.

At Roosevelt Roads the situation is a little different. The commissary store on the Naval station carries a complete stock of food items. Milk is available in adequate quantities. In addition to the commissary, shopping privileges are extended to Naval personnel by the Fort Bundy sales commissary which is located about four miles from Roosevelt Roads housing. Commercial shopping facilities in this vicinity are practically non-existent. Special precautions should be taken with foods and beverages consumed outside military establishments as there are many possibilities for contamination. Most of the island streams abound with disease-producing organisms and can not be used for drinking or bathing, as the parasites enter the body through the skin as well as orally. Vegetables, fruits, and grains should be washed well before using. There is an excellent water filteration and treatment plant at this base which has sufficient capacity to completely supply the needs of those living here.

Servants — There is little difficulty in obtaining family servants for laundering, cleaning, cooking and child care, but those with experience are rare. Cooks know little about preparing American dishes. Knowledge of the Spanish language is helpful as many of the natives do not know English well enough to understand orders. In San Juan the wage scale is $5 to $10 per week. At Roosevelt Roads the wage scale is generally a dollar per day and pre-employment examinations, which are compulsory, are given by the station dispensary.

Medical care — The station dispensaries at both Roosevelt Roads and San Juan provide medical facilities for Naval personnel and both have an out-patient

department for dependents. All surgical cases are taken to the Naval dispensary at San Juan. Dental treatment for dependents is administered only as an aid to medical care in hospitalized cases and does not include dental repair or restoration. Necessary dental work should be done before leaving the U. S.

Education — In the San Juan area the armed services have pooled resources and established two schools located fairly close to Naval reservations. Tuition averages three dollars a month and all subjects are taught in English. These schools cover grades one to six and there is a separate school for nursery children. The University of Puerto Rico is a modern institution recognized by major educational organizations in the U. S. There are several high standard private schools in San Juan.

In the Roosevelt Roads area there is a station "Calvert System" school for grades one through nine. Appropriate facilities equal to accredited U. S. schools are available for all grades one through twelve. Teachers in the base school hold civil service positions. There is a grade school and a junior high school, grades one through nine, in the village of Ceiba, located four miles from the station. The small town of Fajardo, located 11 miles from the station, has one high school. There are no private schools in the immediate vicinity. Public schools are free and over-crowded. Instructions in the lower grades of the public schools is in Spanish.

Religion — The usual services are conducted at the chapels of both stations and churches of several denomination are located in the nearby towns and cities.

Banking — Dependable banking concerns, including branches of large international banks, are located in San Juan and in Fajardo, eleven miles from the Roosevelt Roads Naval Station. Reliable locally owned banks are operated in most communities in Puerto Rico. U. S. currency is used but there is a service charge or collection fee on the cashing of checks in Puerto Rico that are issued on banks in the U. S. and vice versa.

Recreation — Popular sports, including deep sea fishing, are available in both the San Juan and Roosevelt Roads areas. Bathing is not desirable at Roosevelt Roads due to the large amount of seaweed and waste material that washes ashore. There is unlimited sight seeing on the entire island.

General — Public transportation from Roosevelt Roads to San Juan and to other points on the island is erratic and rather undependable. Commercial air lines fly regular scheduled trips between San Juan and the U. S. It is wise to bring only furniture that is suitable for use in the tropics and personal books should be treated against mildew. It is safe to predict that there will be an acute housing shortage in and around San Juan for the next two years. Any kowledge of the Spanish language, no matter how little, will be useful in Puerto Rico.

YOKOSUKA

Climate — Yokosuka's climate is in many respects similar to that of Washington, D. C. — hot and humid in summer, moderately cold in winter. The wettest months are in summer and fall.

Housing — Housing and apartments, comparable to the average low-cost housing, are provided. These are rented furnished to a considerable degree. A waiting list is maintained and applicants have been required to wait some time. There is no civilian housing available off the station.

Household effects — Bring your favorite electrical appliances. You won't have to take inner-spring mattresses or kitchen utensils. Stoves, refrigerators, steam heat and hot water are provided. Electric current is 100 volts, 50 cycles. Make sure your appliances will operate on that type of juice. (Your electric clock won't unless it's especially designed for 50-cycle current. It will lose 10 minutes each hour.)

Automobiles — Private autos may be shipped, but a long delay is often necessary. Streets are narrow and rough. It may be better to buy a car locally from someone being detached. Japanese trains are fairly good, and are cheap by American standards.

Clothing — Bring plenty of summer and winter clothing, including rain gear, galoshes, etc. Your supply can be replenished by purchases from "super PXs" run by the Army. Laundry and dry cleaning are available.

Food — Commissary stores offer a limited supply of food, usually adequate. Frozen and powdered milk are available in addition to condensed milk. Fresh milk is not. It would be well to take along emergency rations of baby food if your family is equipped with babies.

Servants — Most families keep two servants — a houseboy or housegirl and a cook. Wages are moderate.

Medical care — Adequate medical care and hospitalization is provided, but any special medicines which the dependent regularly needs should be brought along. Dental work is available in emergencies only. Each dependent must have a certificate of satisfactory dental condition.

Education — An American school is available for all elementary grades. Those attending high school must commute to Yokohama.

Religion — A protestant chaplain conducts services. A catholic chaplain conducts Catholic services.

Banking — Limited banking facilities are available at present in Tokio only. U. S. currency isn't used, but may be converted to yen by a disbursing officer.

Recreation — Service clubs, movies, libraries, golf, tennis, swimming and skiing are a few of the recreational facilities available. Japan is noted for its scenic beauty. There is a wealth of material for the amateur photographer and painter. Dependents should bring their own sports wear and equipment.

General information concerning travel of dependents to all overseas areas:

Questions concerning travel to the Japanese area, Pacific islands and Alaska should be addressed to Commandant, 12th Naval District, San Francisco, Calif.

Questions concerning travel to the European area, Mediterranean area, Caribbean area, South America or the North Atlantic should be directed to the Chief of Naval Personnel, Department of the Navy, Washington 25, D. C.

Copies of pamphlets giving advice and suggestions to people planning to travel overseas as dependents of naval personnel are available by request. Address Special Services Branch, Welfare Division, Office of the Chief of Naval Personnel, Navy Department, Washington 25, D. C.

WHAT'S IN A NAME



Promotion Hook

Crawling through the "promotion hook" is a sure way of getting a promotion in the service, at least to the rank of commander, according to an old tradition.

Promotion hook is located on Malta near the top of San Giovanni on the southern side. Its shaft is imbedded in an ancient wall with the hook almost closed.

British junior officers desiring a promotion feel they have a better chance if they are able to squeeze through this time-worn hook even though they must execute some tight manuevers in order to crawl through the narrow opening.

THE BULLETIN BOARD

Here Are Qualifications Needed by Enlisted Men For Duty as Instructors

Enlisted personnel submitting requests to BuPers for duty as instructors are required to meet the following qualifications:

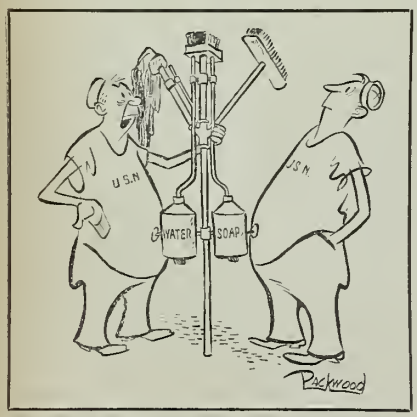
- Be a chief or first class petty officer. (Exception: ETs, any class, may apply for instructor duty at ET schools and NROTC units, and petty officers second class, aviation ratings, may apply for instructor duty at aviation schools.)
- Have a GCT of 55 or higher. (If otherwise exceptionally well qualified, BuPers will waive the minimum GCT score.)
- Have a clear record.

Personnel eligible for shore duty should submit a request for shore duty in accordance with BuPers Circ. Ltr. 101-48 (NDB, 31 May 1948), and enclose an Instructor Request Card (NavPers 1247).

Personnel not eligible for shore duty should submit an Instructor Request Card without a letter of transmittal.

Those personnel eligible for shore duty and recommended for instructor duty will be given preference in assignment. Personnel recommended for instructor duty but not immediately ordered to this type of duty will be placed on a list of potential instructors (maintained by BuPers) until a vacancy occurs in the duty requested.

This information is contained in BuPers Circ. Ltr. 38-49 (NDB, 28 Feb 1949).



"The patent office says swabs are obsolete."

List of 40 Authorized To Wear Combat 'V'

A list of 40 additional Navy and Marine Corps personnel authorized to wear the combat distinguishing device has been issued by BuPers.

BuPers Circ. Ltr. 179-49 (NDB, 31 Oct 1949) includes the three-part list as an enclosure. Previously unlisted names of those eligible to wear the combat distinguishing device on the Legion of Merit, on the Bronze Star Medal and on the Commendation Ribbon, are given. The circular letter points out that the privilege of wearing the Combat "V" doesn't automatically entitle personnel to the benefits of law governing retirement.

Naval Personnel Praised For Berlin Airlift Work

All Navy personnel who took part in the Berlin airlift during that city's 462 days of isolation were congratulated by the President and the Secretary of Defense in a letter released to the service by SecNav.

The letter, originated by SecDefense, is quoted in part as follows:

"The President has asked me to convey to you his gratification at the successful conclusion of the Berlin airlift. I am very happy to add my own expression of appreciation for a difficult job well done.

"Please extend to the officers, the men, and the women of your service our appreciation of their efforts and sacrifices in supplying a city of two and one-half million people during 462 days of isolation. The American people shall long remember this dramatic acceptance of a challenge to our honor and traditions. History shall record the consequences which have lifted American prestige to new heights.

"The teamwork exemplified by the Berlin airlift is the most potent weapon in the arsenal of democracy — one which no regimented nation can duplicate."

The congratulatory statement was published to the Fleet in Alnav 102-49 (NDB, 15 Oct 1949).

Ensigns in 3 Categories Must Request Retention As Permanent Officers

All ensigns who were commissioned from the categories listed just below during 1947 must soon request retention in the Regular Navy as permanent officers if they do not desire termination of their Regular commissions:

- Midshipmen USNR as regular students.
- Reserve midshipmen as contract students.
- Non-military graduates appointed directly from a civilian status.

Deadlines are as follows:

- For those who accepted appointments between 1 January and 31 March — prior to the third anniversary of acceptance of appointment.
- For those who accepted appointments between 1 April and 31 December — prior to 1 April.

Selection for retention of such officers will be made annually by a board convened about 1 May of the third year following that in which they accepted their commissions. The commissions of all officers who do not request retention will be terminated not later than the third anniversary of acceptance of original commission.

Commissions of officers who apply for retention but are not selected will be terminated not later than 30 June or the third anniversary of their acceptance, whichever is later.

This information is given in BuPers Circ. Ltr. 162-49 (NDB, 15 Oct 1949). Officers appointed under Public Law 729, 79th Congress, the circular letter points out, are required to accept a commission in the Naval Reserve, if offered, upon termination of their Regular Navy commission.

The circular letter encourages all officers concerned to submit their applications at an early date. Applications originated after the deadlines cannot be considered.

Naval aviators commissioned from an aviation-midshipman status are not affected by this letter. The directive applying to them is BuPers Circ. Ltr. 174-48 (NDB, 30 Sept 1948), which is still in effect.

Distribution of V-Discs Halted; Disposal Rules And Precautions Listed

Distribution of Army V-Disc recordings is no longer being made. Naval activities which took part in the V-Disc program will receive refunds for their unfilled subscriptions automatically, without action on their part.

BuPers Circ. Ltr. 172-49 (NDB, 15 Oct 1949), which points out these facts, reemphasizes precautions to be taken in disposing of V-Discs which are no longer needed. The circular letter refers possessors of V-Discs to BuPers Circ. Ltr. 85-46, (AS&SL, January-June 1946), which originally laid down rules for the method of disposal for V-Discs no longer needed. That letter is quoted in part, here:

"Vessels, stations, hospitals or activities having no further needs for V-Disc recordings due to decommissioning, disestablishment or other reasons shall transfer such recordings to other naval organizations authorized to retain them or shall destroy them." Method of destroying them is designated as "by submerging, burning, or so effacing the V-Discs that future playing will be impossible."

Naval units which may keep V-Discs for their own use are:

- All commissioned naval vessels.
- All naval stations or activities outside CLUSA.
- All naval hospitals treating battle casualties.

The circular letter states that "such disposal is directed in fulfillment of agreements made by the War and Navy Department with commercial companies, networks, unions, agencies and talent."

Thousands of V-Disc kits were distributed to the Navy through the Recreation Section of BuPers' Welfare Division during World War II. These were "live-date" recordings of music suggested by the men themselves through questionnaires enclosed with each kit. They were produced by "name" bands, artists and singers who offered their services free of charge.

Each kit provided phonograph needles and ten 12-inch unbreakable discs, of which eight were current popular and semiclassical hits and two were classical selections. Each record included approximately four selections, running nearly a quarter of an hour, altogether. Also sent with each V-Disc kit was a Hit Kit Music Book, containing the scores and lyrics of current popular hits.

The program was of great value as a morale builder throughout the armed forces.

New Design Report Plan Wins High Navy Award

The Navy's highest award for "distinguished civilian service" was made late in 1949 to an employee of the San Francisco Naval Shipyard for a new monthly design report plan.

Delays, duplication and confusion in design work at the naval shipyards are said to be largely eliminated by the new plan. This is brought about by coordinating the production of designs in the various yards into a unified overall plan. By using this plan, the Bureau of Ships now has current control of the exact status of each plan being developed in the entire naval establishment.

The plan has brought about a saving of five per cent in manpower in the design divisions of all naval shipyards, with a corresponding saving in cost.

San Francisco Shipyard Sets Safety Record

The San Francisco Naval Shipyard appeared at the time this was written to be on its way toward rounding out a "four-year hitch" with top safety honors. It had claimed top awards in Navy-wide comparisons the previous three years and maintained an unequalled record since.

Twice during that period, the yard rounded out 86 or more days without a single lost-time accident. This record has never been equalled by another naval shipyard.

Average record maintained by the yard for the first nine months of 1949 was less than one lost-time accident per million man-hours worked. A more exact figure is 86 hundredths of an accident per million man-hours or one accident per 1,136,000 man-hours. This is believed unsurpassed by any heavy industry plant.

Navy-MarCorps Printing Plants Are Consolidated; Produce Recruiting Material

The two printing plants which produce all recruiting publicity material for the Navy and Marine Corps have been consolidated.

In the interest of greater economy and efficiency, the U. S. Navy Recruiting Bureau, Baldwin, L. I., N. Y., was moved to Philadelphia, where its facilities were combined with those of the U. S. Marine Corps Publicity Bureau.

The equipment of both activities were moved into a new six-story processing shop. Approximately 20 per cent of the Navy enlisted personnel serving at Baldwin were reassigned to other duties. However, all Navy printers and lithographers assigned to the bureau were moved to the consolidated plant.

The U. S. Navy Recruiting Bureau was first established in 1917. During the past 30-odd years it has furnished a duty station for Navy printers and lithographers while they served their tours of shore duty. It produces all recruiting posters, pamphlets, circulars and all forms used by the 429 Navy recruiting stations.

Helicopter Curtails Cold Water Swim

The speed with which helicopters can come to the aid of downed aviators was demonstrated during recent cold-weather exercises off the coast of Labrador.

Less than two minutes after he crashed into rough Atlantic waters, a Marine Corps fighter pilot was hoisted aboard a hovering Navy rescue helicopter.

The pilot, Lieutenant George I. Albers, USMC, crashed in his *Corsair* while attempting to land aboard the carrier USS *Sicily* (CVE 118). He was not injured.

Sicily and other ships formed a task group which cooperated with several Canadian military units in an assault landing at Cape Porcupine, Labrador. The objective of the landing was to capture an "enemy" weather reporting station and the purpose to advance the state of combat readiness for cold-weather operations of the assigned naval, air and ground units.

USNEVs May Participate in NROTC Plan

Here are the latest instructions issued by BuPers on participation of USNEV personnel in the NROTC program.

USNEV personnel still serving on active duty on 3 Dec 1949 who are qualified in all respects — and have been nominated by their COs — may be given the Navy College Aptitude Test. (See ALL HANDS, October 1949, p. 53.)

While USNEVs will be considered for selection for entry in the NROTC program, the majority of them will not have enough remaining obligated service to complete the NROTC preparatory course, and will not be ordered to the central assembly point in the U. S. where other active duty candidates will be given this course. Because of this, final selection of USNEV candidates for the NROTC will be made at the Navy Department.

When commanding officers nominate USNEV personnel for participation in the Navy college aptitude tests, certain NavPers forms will be mailed them by BuPers for the candidate to complete and return prior to taking the tests. After BuPers has notified successful USNEV candidates they have passed the test, they will be required to gather the following documents for forwarding to the Chief of Naval Personnel, attention: Pers 3637: (1) Authenticated copy of birth certificate; (2) Change of name affidavit (if name on birth certificate is not exactly as shown on record sheet and other documents; (3) Naturalization papers (if foreign born); (4) High school transcript.



"I believe my boy friend's ship just came in."

In order that candidates will not jeopardize their chances due to not having these documents, BuPers has requested COs to call to the attention of all USNEV candidates the necessity of having these documents in their possession not later than February 1950.

A BuPers-MarCorps circular letter will be issued about 15 Feb 1950 containing the names of NROTC candidates (including USNEVs and USMC-Vs) who were successful in the Navy College Aptitude Test. In addition, USNEV applicants will be notified by individual letter forwarded to them either via their CO or to their home address, depending on whether they are on active or inactive duty.

Successful USNEV candidates for the NROTC whose enlistments expire prior to 1 Sept 1950 will be discharged from their one-year enlisted status and transferred to their respective Reserve component at the normal expiration date of their one-year enlistment.

USNEV personnel released to inactive duty prior to 3 Dec 1949 will make their own arrangements to take the Navy College Aptitude Test as civilians.

USNEV candidates for the NROTC who (1) successfully complete the Navy College Aptitude Test; (2) are selected for entry into the NROTC, fall term 1950; (3) have been accepted in the NROTC quota for admission to the college or university which they will attend, will upon reporting to the Professor of Naval Science be sworn in as Midshipmen, USNR, (NROTC) (Inactive).

All the instruction issued in regard to USNEVs also applies to USMC-V personnel who are candidates for the NROTC.

Full details on administrative procedures to be followed in the case of USMC-V and USNEV personnel who are candidates for the NROTC are contained in BuPers-MarCorps joint letter appearing in the NDB, 30 Sept 1949.

Airlift Over, MATS Resumes World-Wide Schedules

Now that Operation Vittles has come to a successful end, the Military Air Transport Service is restoring its world-wide schedules.

First portion of the far-flung MATS network to return to pre-blockade schedules was medical air evacuation within the U. S. The level of foreign and domestic service maintained before MATS planes and men were concentrated in the Berlin airlift is expected to be restored in all respects by the end of 1949.

August 1 marked the beginning of the end for the Vittles airlift. "Phasing out" continued until 31 October. Civilian contractors gave each airlift plane a 1,000-hour overhaul as the C-54 four-motored transports returned to the states. None of the MATS C-54s was restored to duty without such a reconditioning.

Squadron VR-6 which formerly operated in the Pacific will be assigned duty at Westover Air Force Base, Chicopee Falls, Mass. Squadron VR-8 will return to the Pacific division and be based at Hickam Air Force Base, Hawaii. Both of these Navy squadrons established fine performance records while working with the combined airlift task force in Germany.

Squadron VR-3 will operate over continental division routes in the U. S. This squadron was assigned to transatlantic support runs during nine months of Operation Vittles.

The replacement training unit at Great Falls, Mont., is being converted into a transport training unit. Its emphasis will be on training crews for new Boeing C-97A heavy transports assigned to MATS. Pilots, engineers, mechanics, traffic personnel and others will be trained at that transport training unit.

Many C-54s belonging to the Air Force will be released by the phasing out. Some of these will be put on the Great Falls, Mont.-to-Alaska run and some will be assigned to the Caribbean area. Certain squadrons will go to the Pacific division. There they will relieve a number of Navy JRM flying boats and planes of the Marine Corps and the Far East Air Force.

Lessons learned during Operation Vittles are being used to refine further the organization of MATS.

Occupation and China Service Medals Are Now Available

Navy Occupation Service Medals and China Service Medals are now available for general issue. Distribution began on 1 Nov 1949.

The procedure for distribution of the two medals is outlined in detail in BuPers Circ. Ltr. 167-49 (NDB, 15 Oct 1949). Distribution to personnel on active duty is almost entirely an administrative matter and ordinarily requires no action on the part of the individual. There is this exception — Navy personnel entitled to these medals because of service with the Marine Corps or the Coast Guard may apply for them in accordance with instructions issued by those services.

To be eligible for these medals, personnel must have served in the appropriate areas during certain designated periods in one of the following categories:

- On shore.
- In ships operating in neighboring waters in direct support of occupation.
- In aircraft based upon and operating from such territories or ships.

Time requirements to earn the Occupation Service Medal for service performed in the European-African-Middle Eastern area are: Must have served there under proper circumstances on or after 8 May 1945. However, the period 8 May 1945–8 Nov 1945 doesn't count unless the applicant is already eligible for the European-African-Middle Eastern Campaign Medal for services performed before 8 May 1945.

Time requirements to earn the Occupation Service Medal for service performed in the Asiatic-Pacific area are: Must have served in the specified area under proper circumstances on or after 2 Sept 1945. However, service performed between 3 Sept 1945 and 2 Mar 1946, inclusive, does not count unless the individual is already eligible for the Asiatic-Pacific Campaign Medal for service performed before 2 Sept 1945. Briefly, the areas in which a person must have served to be eligible — aside from European-African-Middle Eastern areas — are one or more of the following: Japan and territories recognized as sovereign to Japan, and such parts of Korea and such adjacent islands as are recognized to be Korean. This does not include islands formerly mandated to Japan which were controlled by the U. S. or allies during World War II.

Time requirements to earn the China Service Medal are: Must have served in the designated area under proper circumstances after 2 Sept 1945. However, the period 3 Sept 1945–2 Mar 1946 doesn't count unless the applicant is already eligible for the Asiatic-Pacific Campaign Medal for services performed before 2 Sept 1945.

More complete coverage of eligibility requirements—concerning both time and locale as well as other matters — is given in NavPers 15,790. That publication also gives a complete list of Navy and Marine Corps units which are eligible.

Navy veterans, inactive Reserve personnel and retired personnel will usually be able to get these medals to which they are entitled from the same activities which have been issuing area campaign medals. Navy veterans living in countries other than the U. S. may apply for these medals direct from the Chief of Naval Personnel. Both main recruiting stations and sub-stations will distribute medals to eligible inactive and discharged personnel upon their personal applications.

No mail applications for these medals will be acknowledged or processed except at issuing stations designated by district commandants. Before submitting official papers, applicants should determine nearest designated issuing station by letter to the district headquarters or by information to be given in veterans' publications, service magazines and other publications. All posthumous awards will be made by the Chief of Naval Personnel upon application of the next of kin.

Delivery of medals to applicants who have been separated from the service will be made only upon presentation of suitable evidence of eligibility. Discharge certificates, certificates in lieu thereof, or release orders will be required.

In general, personnel on active duty will have the medals presented to them and will find all action concerning the medals taken care of without effort on their part. For information in addition to that given here, if needed, personnel separated from the service should contact their nearest issuing station.

HOW DID IT START

Maps

Maps and charts that the present-day navigator almost takes for granted as he plots his course from one part of the world to another are the products of centuries of work and development.

Diagrams of areas familiar to them were probably drawn by all primitive peoples. They were used by the American Indians and by the Eskimos, among others.

The first use of meridians and parallels in an attempt to locate places scientifically, however, was made in the third century B.C. by Erathosthenes, a celebrated mathematician, astronomer and geographer of Alexandria which was an important old world city at the mouth of the Nile.

Prior to these maps were maps of the heavens, and the earth maps which depended on the star maps grew by easy stages out of them. One astronomer of that period mapped the position of 1080 fixed stars.

Most famous of the ancient cartographers was a fellow named Ptolemy whose system was followed for many centuries. In



fact, Mercator was one of the earliest to eliminate some of Ptolemy's errors.

Between the fall of the Alexandrian civilization and the rise of European navigation considerable progress in the mathematics of map-making was made by the Arabs, though all the basic principles were laid down earlier.

Legislation Affecting Naval Personnel

Two legislative bills became law upon receiving the President's signature and Congress acted upon several items of interest to the naval establishment in the last month before adjournment.

Congress is scheduled to reconvene on 3 Jan 1950 for the second session of the 81st Congress.

Terminal Leave Pay — Public Law 314; providing terminal leave pay for certain officers of the Navy and Marine Corps. (This law states that any officer who (1) was separated from the Naval or Marine Corps Reserve after 8 Sept 1939 for the purpose of accepting a commission in the Regular Navy or Marine Corps; (2) was deprived of leave credit solely because of its having accumulated prior to his accepting that commission; and (3) was on active duty on 1 Sept 1946, shall have such leave remain to his credit to the same extent as if he had not been so separated from the Reserve. Leave restored under the provisions of this Act, which accrued prior to 1 Sept 1946 will be treated as having been to his credit on 31 Aug 1946 and will be settled and compensated for in the manner prescribed by the Armed Forces Leave Act of 1946, as amended, if application is made within one year after the effective date of this Act.)

Pay Advances — Public Law 318; to authorize advances of pay to personnel of the armed services upon permanent change of station. (This law provides that commissioned and warrant officers, and enlisted men of the armed services may be paid in advance upon permanent change of station under regulations prescribed by the service heads.

(Alnav 106-49, NDB 31 Oct 1949, points out that Public Law 318 repeals the previous Act of 4 Mar 1917 which authorized pay in advance to officers of the Navy and Marine Corps under certain conditions. Until regulations applicable to all services are formulated, however, disbursing officers will continue advances to officers and enlisted personnel in accordance with paragraphs 54830 and 54831 of the BuSandA Manual and paragraphs 83150 and 83151 of the MarCorps Manual.)

Accomplishment Recognition — H.R. 6368; Introduced; to recognize the men responsible for the design, development and construction of the first airplane to fly across the Atlantic. (This bill seeks to authorize the President to promote to the rank of rear admiral on the retired list, but without additional retired pay, Captains Jerome C. Hunsaker, George C. Westervelt, and Holden C. Richardson, USN, Ret., who were chiefly responsible for the design, development and construction of the Navy flying boat NC-4 which in 1919 was the first heavier-than-air craft in the history of aviation to fly across the Atlantic Ocean.)

Reverts Insurance — H.R. 6399: Introduced; to amend the National Service Life Insurance Act of 1940 to authorize cancellation of conversion of insurance under certain circumstances. (Provisions of this bill would add the necessary words to section 602 (z) of the Act to state that any person who retroactively converted his insurance prior to 1 Aug 1946 and who was totally disabled as defined in this subsection at the time of such conversion, shall, upon application made while so disabled and within one year after the date of this amendment, be entitled to have such conversion set aside so as to recover the amount required to effect such conversion, and to continue the insurance on any basis otherwise authorized.)

Midshipman Credit — H.R. 6186: Introduced; to provide for the relief of officers of the Naval Reserve who served as midshipman at the U. S. Naval Academy prior to 1913. (This

Unified Fire Department Proves Self in Hawaii

In its first test since becoming consolidated, the Hawaiian area's unified fire department of the armed forces came through with flying colors.

The department's tri-service blaze battlers fought for 21 hours against a stubborn fire which destroyed 10 square miles of Forest Reserve land and several miles of Army property. Three hundred and twenty-five Army and Navy fire fighters manning 100 shovels and 200 pieces of brush fire fighting equipment finally snuffed out the wind-swept blaze, which was threatening the Army's Waipio radio station.

Officials expressed satisfaction at the highly efficient manner in which the unified fire department extinguished the forest fire.

Transfers to FR After 20 Years, 17 Spent at Sea

Few are the sailors who can match the record of Chief Electrician Daniel D. Lairsey, USN, who has been transferred to the Fleet Reserve with 20 years service — 17 of it at sea.

Lairsey, a veteran of six submarine patrols in the Pacific, was transferred to the Reserve from his duty station in the Navy Special Weapons Unit at Sandia Base, Albuquerque, N. M., where he had enjoyed the longest tour of shore duty in his career.

But it was not in the middle of the desert, it was on board a sub out at sea that Lairsey liked it best. After an initial tour of duty in USS *Utah,* later to be sunk at Pearl Harbor, he served consecutively in USS *Holland,* USS *Beaver,* USS S-1, USS S-18, USS *Plunger,* USS *Dace,* USS *Bashaw* and USS *Nautilus.*

It was in *Dace* during the climax of the Pacific undersea war that he participated in the Battle of Coral Sea, Battle of Macassar Strait and the Battle of Midway. He made nine submarine patrols in enemy waters during the course of these battles.

For exceptional coolness and skill in action, he was awarded the Commendation Ribbon at the close of one of these successful patrols.

Following the end of the war, Lairsey was chosen as a member of the Antarctic Expedition to Little America.

He is married and has two daughters. He will make his home in Lemon Grove, Calif.

A farewell ceremony was held for him at Sandia Base when he was transferred to the Reserve. Probably few at the ceremony had seen so much of the insides of a ship for so long a time as the proudly smiling electrician.

proposal would stipulate that all service as a midshipman in the U. S. Naval Academy prior to 1913 shall be credited in determining the amount of retirement pay, including longevity pay, to which officers of the Naval Reserve may be entitled under any provision of law.)

Carrier Name — House Joint Resolution 374: Introduced; to provide that the first Navy supercarrier shall be named *James V. Forrestal.* (As stated in this proposal, when and if the United States completes construction of the aircraft carrier known as *United States* when its construction was ordered discontinued on 23 Apr 1949, or another carrier of the same class, it shall be named *James V. Forrestal.*)

Newfoundland Memorial — House Joint Resolution 230: Passed by Congress and approved by the President as Public Law 389; authorizing the construction and presentation of a hospital to the people of St. Lawrence, Newfoundland, on behalf of the U. S. in recognition of heroic services rendered to officers and men of the U. S. Navy.

Research Reserves Attend Nuclear Science Seminar

Fifty members of the Naval Research Reserve are attending a nuclear science seminar at Oak Ridge, Tenn. The program, which will include a discussion of "Atomic Power as It Applies to the Navy," is being directed by the Volunteer Research Reserve Unit at Oak Ridge.

Purpose of the course is not to train specialists, but rather to give necessary information to those attending so they may find new uses and better techniques in the use of radioisotopes in their specialized fields.

The program includes lectures and demonstrations of radiation effect on cells, humans, animals and nuclear reactor shielding. Two experiments are being performed by all officers and actual half-life and cross section curves are being calculated for various materials.

Lectures are being given by personnel of the Oak Ridge National Laboratory, Naval Research Institute and the Office of Naval Research.



"Two? ? . . . No, just one!"

Officers Must Keep BuPers Informed of Leave Address

All naval officers are urged by a new directive to keep the Bureau informed of their addresses while on leave or traveling under delayed orders.

The directive, BuPers Circ. Ltr. 164-49 (NDB, 15 Oct 1949), points out that officers are directed to do so by their individual orders and by Article C-5314, BuPers Manual, 1948.

A copy of NavPers-322 (9-43) is enclosed with each set of written orders issued by the Bureau involving delay in reporting to a new duty station.

"Failure of naval officers to keep the Bureau informed of leave addresses is a continuing source of embarrassment," the circular letter states, "leading to serious consequences in some cases where sailing dates of ships are changed and the Bureau does not have a present leave address. The submission of NavPers 322 as required by the BuPers Manual is directed."

Device That Records Radar Images Invented by Chief

The "video image record," a new device that records the image of a radar screen, has been invented by James E. Peaden, ATC, USN, stationed at NAS San Diego, Calif.

Most radar images are not recorded and stored away. By the use of his device, inventor Peaden claims that the radar image can be recorded as it takes place. Similar applications can be made to television.

By changing high frequency radar images to low frequency ones, the radar or television pictures can be sent over much greater distances than is now possible.

Officers Now Retiring Get 75 Per Cent Pay for 30 Years or Disability

Naval officers retired on or after 1 Oct 1949 are entitled to draw retired pay of 75 per cent of active duty pay under only two circumstances:

- If credited with 30 or more years' service for pay.
- If retired for physical disability determined to be 75 per cent incapacitating.

The Career Compensation Act of 1949 contains an amendment to an earlier law which provided that —

". . . all officers of the Navy, Marine Corps and Reserve components thereof who have been specially commended for their performance of duty in actual combat, when retired shall be placed on the retired list with the rank of the next higher grade than that in which serving at the time of retirement, and with three-fourths of the active duty pay of the grade in which serving at the time of retirement."

The new amendment rules that officers so commended who are retired after 1 Oct 1949 will receive only the retired pay to which entitled under other provisions of the law. They will be entitled to 75 per cent of active duty pay only if credited with 30 or more years' service for pay or if retired for physical disability determined to be 75 per cent incapacitating.

This information is published to the naval service in BuPers Circ. Ltr. 175-49 (NDB, 15 Oct 1949). The letter points out that "officers retired on or before 1 Oct 1949 will not suffer any reduction in present retired pay by reason of this amendment. Some of these officers will be entitled to an increase in retired pay computed on a longevity basis applied to the new rates."

QUIZ ANSWERS

Quiz Aweigh is on page 37

1. (c) Second repeater and william.
2. (b) Charlie and fox.
3. (c) Expert lookout.
4. (c) Patternmaker.
5. (b) *Phantom.* From this angle, the dihedral in the horizontal stabilizer is a recognition giveaway. Both *Panther* and *Banshee* are straight across the elevators.
6. (c) Being launched by catapault.

Rules Governing Leave And Assignment to Duty Following Shipping Over

Here is the latest information regarding assignment to duty following reenlistment.

Under current regulations contained in BuPers Circ. Ltr. 169-49 (NDB, 15 Oct 1949), enlisted personnel may reenlist at the following places only:

- Within 24 hours following discharge—At the activity to which permanently attached prior to discharge.
- Within 24 hours following discharge — At the separation activity to which temporarily transferred for discharge.
- After more than 24 hours following discharge and within three months from date of dischage — Men at any Regular Navy recruiting station, women only at any office of naval officer procurement.
- After more than three months following discharge (broken service)— Men may apply for reenlistment at any Regular Navy recruiting station; women only at any office of naval officer procurement.

Personnel who reenlist at the activity to which they were attached prior to discharge and who make their desire to be retained on board known to their commanding officer should not be considered available for transfer for six months. An exception to this are men serving on shore duty, who are always available for transfer whenever their normal tour of shore duty expires. Women are always available for transfer when they complete a three-year tour of duty in the same command within the continental U. S.



"We keep one on board our submarine all year long."



"Did you tell him Santa Claus is a retired Navy chief?"

Personnel who reenlist at the separation activity from which discharged, at a Regular Navy recruiting station or at an office of naval officer procurement will be handled as follows: (1) Male personnel will be interviewed at the receiving station to which transferred for general detail and (2) women personnel will be interviewed at the naval district headquarters to which transferred for general detail. They may indicate three preferences for next duty assignment, which will be included in all general detail reports to BuPers.

Every possible consideration will be given by BuPers to assign personnel to the duty of their choice. However, BuPers emphasizes that it should be understood that the needs of the service govern all duty assignments.

BuPers Circ. Ltr. 169-49 states that in fairness to men with long records of continuous sea service, a normal tour of shore duty cannot be approved solely on the basis of reenlistment. Requests for a normal tour of shore duty must conform to the regulations contained in BuPers Circ. Ltr. 101-48 (AS&SL, January-June 1948). All assignments to shore duty are made from the shore duty eligibility list.

Personnel who previously reenlisted under the provisions of BuPers Circ. Ltr. 141-47 (AS&SL, July-December 1949) will not be considered available for transfer as a result of the new directive. These personnel will be permitted to complete such assignments as were previously assured them.

Male personnel reenlisting under various conditions will be granted reenlistment leave and be subject to disposition as follows:

- Male personnel who reenlist within 24 hours following discharge at the activity to which permanently attached prior to discharge — Grant leave as desired and retain on board for duty. In cases of personnel reenlisting at an overseas activity or on board a ship scheduled to leave for an extended tour the commanding officers will determine whether to retain the man on board or require him to report upon expiration of leave to the receiving station nearest his leave address for general detail.

If the man is reenlisted at a separation activity, he is to be granted leave as desired and transferred to the receiving station nearest his leave address for general detail. If no leave is desired, he is to be transferred to the nearest receiving station for general detail.

- Male personnel who reenlist after 24 hours and within 30 days — Recruiting station may grant leave if desired and transfer man to the receiving station nearest his leave address for general detail.
- Male personnel who reenlist after 30 days and within three months — No leave authorized. These men will be transferred to the nearest receiving station for general detail.
- Male personnel who reenlist after three months (broken service)— No leave authorized. These men will be transferred to the nearest receiving station for general detail, or to the nearest naval training center for training. Transfer will depend on previous service.
- Women personnel reenlisting under various conditions will be granted reenlistment leave and be subject to disposition as follows:
- Women personnel who reenlist within 24 hours following discharge at the activity to which permanently attached prior to discharge — Grant leave as desired and retain on board for duty. When she reenlists at an overseas activity, the commanding officer will determine whether to retain the woman or require her to report upon expiration of leave to the naval district headquarters nearest her leave address for general detail

pending assignment by BuPers. The determination will be made on the basis of needs of the station and the involved loss of time and money to the government.

• Women personnel who reenlist after 24 hours and within 30 days — The office of naval officer procurement at which the woman reenlists will grant leave if desired and transfer the woman to the naval district headquarters nearest her leave address for general detail.

• Women personnel who reenlist after 30 days and within three months — No leave is authorized. The office of naval officer procurement at which the woman reenists will transfer her to the nearest naval district headquarters for general detail.

• Women personnel who reenlist after three months — No leave is authorized. The office of naval officer procurement at which the woman reenlists will transfer her to the nearest naval district headquarters for general detail, or to a designated naval training center for training. Transfer will depend on previous service.

Marine Enlisted Pilots Fly the 'Shooting Star'

Five Marine Corps sergeants are now back at their home duty stations after undergoing four weeks of jet fighter training at the Marine Corps Air Station, El Toro, Calif. While there, they were the first enlisted Marine pilots to fly the fast TO-1 "Shooting Star."

Ground training for the sergeants covered indoctrination, emergency procedures, flight safety, the engine and airframe, navigation, high speed flight, ordnance, and trends in fighter tactics, requiring more than 50 hours in all. In addition, 11 hours were devoted to flying the swift jet fighter-trainer. This time was interspersed among the many hours of ground training.

Time actually in the air was devoted to aerobatics, navigation, altitude course control, formation flying and basic jet bombing and gunnery.

A few Marine enlisted pilots had flown jet fighters at the Marine Corps Air Station, Cherry Point, N. C., but none had flown the TO-1 "Shooting Star" previously. These also were the first to undertake a regular prescribed course of instruction in jet fighter aircraft as a student of a jet training unit.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Navacts

No. 2 — Announces postgraduate course in radiological defense engineering for CEC officers.

Alnavs

No. 94 — Limits expenses which may be incurred under existing appropriations.

No. 95 — Provides for forwarding of information on Career Compensation Act of 1949 to disbursing officers.

No. 96 — Concerns reassignment of naval tankers from CNO control to Military Sea Transportation Service.

No. 97 — Describes distribution of warrant officers in pay grades in Career Compensation Act of 1949.

No. 98 — Interprets "hazardous duty pay" for naval airmen.

No. 99 — SecNav's statement upon passage of Career Compensation Act of 1949.

No. 100 — Cancels Alnav 4-49, which concerns air transportation.

No. 101 — Contains additional information on Career Compensation Act of 1949.

No. 102 — SecDefense congratulates personnel who flew Berlin airlift.

No. 103 — Announces convening of selection board to recommend for temporary promotion to rear admiral officers on active duty.

No. 104 — Establishes new Navy Stock Fund symbol.

No. 105 — Cancels Alnav 94-49 (see above).

Circular Letters

No. 158 — Contains definition of "returnable" and "non-returnable" quotas to BuPers schools.

No. 159 — Cancels Circ. Ltr. 39-46 and 101-46 which concerns repatriation of enlisted personnel.

No. 160 — Describes free consulting services offered to armed services' athletic activities.

No. 161 — Adds more organizations to list of those termed "Communist."

No. 162 — Contains instructions for submitting applications for retention as permanent officer.

No. 163 — Lists modification of rules pertaining to All-Navy bowling championships.

No. 164 — Reminds officers to keep BuPers informed of their address while on active duty.

No. 165 — Lists promotion of officers of the Regular Navy and Naval Reserve on active duty.

No. 166 — Contains information on General Line School logistic manuals.

No. 167 — Contains instructions for distribution of Navy Occupation Service and China Service medals.

No. 168 — Announces future plans for professional examinations for promotion of officers of the Regular Navy.

No. 169 — Simplified instructions for assignment to duty following reenlistment.

No. 170 — Calls for applications for submarine training.

No. 171 — Announces annual exam for Coast Guard cadet procurement.

No. 172 — Cancels distribution of V-discs.

No. 173 — Outlines method of nomination of qualified enlisted women for appointment as Wave ensigns.

No. 174 — Outlines release of all enlisted Naval Reservists remaining on active duty.

No. 175 — Discontinues retirement pay based on a grade higher than the grade held on active duty for officers commended for performance of duty in combat.

No. 176 — Contains regulations concerning use of commercial transportation by Naval personnel.

No. 177 — Announces plans for All-Navy basketball championships in 1950.

No. 178 — Contains new instructions for professional examination for promotion of officers of the Regular Navy.

No. 179 — Lists additional personnel eligible to wear Combat "V" distinguishing device.

No. 180 — Announces plans for All-Navy wrestling championship in 1950.

No. 181 — Announces use of new form for separation of Naval personnel.

Here's Reenlistment Info Important to All Naval Personnel

Here is a complete picture of the reenlistment situation, as it affects you and every other enlisted Navy man or woman who is – or soon will be – eligible for reenlistment.

The uppermost thought in the mind of many a short-timer is to get back in the midst of civilian life. True – he may have had his share of annual leave and a normal number of 72s, but now the primary idea is to get ahold of that discharge paper and head for the old home town. Reenlistment, if ever, will come toward the end of 30 days, at least—maybe three months. Meanwhile, he'll be completely unfettered and nobody will be the worse for it.

But – let's look at the picture a little more closely. Maybe somebody *will* be the loser if such delaying tactics are carried out – the sailor himself, and none other.

First of all, if he had reenlisted immediately – within 24 hours after discharge – he could have gone home just the same, and for a good long time. He could have taken all the leave he had coming from the enlistment just completed, and in addition he could have got as much as 30 additional days' leave, to be charged against the future. The total could have been as much as 90 days – assuming that he had a leave credit of 60 days remaining from his old enlistment.

Had he decided that he would rather have more money than so much leave, he could have taken a cash settlement for the leave remaining from the completed enlistment. In addition, he could still have taken his 30 days' advance leave.



"There are tricks to MAKE men fall for you."

While at home, visiting friends and relatives, he could be drawing his pay, building up time for retirement, and could be safeguarded by Navy medical care, should he become sick or injured through any cause.

Leave, furlough travel allowance and the other benefits mentioned above are only a few of the many reasons why it is to every Navy man's advantage to reenlist immediately instead of stretching between-cruise time to the limit.

If a person likes the ship or station in which he is serving at time of discharge, it is to his advantage to reenlist within 24 hours right aboard that ship or station. If he does that, aboard ship, he will not be subject to involuntary transfer for six months. In the case of a shore station, he will not be transferred against his will until the end of his normal tour of shore duty or the end of six months, whichever comes first.

At the end of 24 hours after discharge, the picture is considerably changed.

If a person doesn't reenlist immediately after discharge, he is reimbursed for unused leave remaining at the end of his last enlistment and cannot use that leave to lengthen his reenlistment leave. He can, however, still take as much as 30 days of reenlistment leave by charging it against the future – if he reenlists within 30 days after discharge.

Some other advantages of immediate reenlistment remain in effect for 30 days after discharge, with this big exception: If you come down with an attack of appendicitis, get run over by a truck or become sick or injured in any other way between time of discharge and time of reenlistment, Uncle Samuel won't get you doctored up for free. Neither will he take you back into the Navy unless or until you can pass the physical examination.

After 30 days though, some more benefits disappear. Within three months it's still "continuous service"; you can reenlist at your old rate and the rules concerning the number of dependents you can have are the same as they were, but you have lost your reenlistment leave.

You will still get your shipping-over money, though, up to three months after discharge.

After three months out of the service, the ex-Navy man has thrown away almost all the advantages that the Navy was eager to hand him at the time he was paid off. If he wishes to reenlist, he must start out much the same as any new recruit – except that he won't be sent to a recruit training center. In most cases, he will reenlist in a much lower rate than the one he held upon discharge. To be eligible for enlistment in pay grade 5, 6, or 7, he cannot have any dependents. (Up to three dependents are permitted for those in pay grade 4 and above.) His previous total time will count toward retirement or transfer to the Fleet Reserve, but previous sea duty won't count toward shore duty eligibility. Previous total service will count for promotion, but service in pay grade will not. There is no guarantee as to location or type of duty, no shipping over money, no reenlistment leave, no furlough travel allowance.

If he can pass the physical examination and is otherwise qualified, a broken-service man can reenlist for three, four or six years, the same as a continuous-service man.

Extensions are for four years, three years, two years, and—in certain instances – one year.

So that the facts concerning reenlistment and extensions will be convenient and crystal-clear to all hands, ALL HANDS gives you the adjoining chart. It gives the information in a nut-shell, with sources of the information included.

'Time for Defense' Program On Nation-Wide Network

A new weekly radio program entitled "Time for Defense" is now being broadcast over the nation-wide ABC network.

Featured on the new program are concert and choral groups and vocalists from the armed forces. On-the-spot documentaries of defense activities here and overseas are included as well as a commentary each week on Defense Department matters.

The program is aired at 2200, eastern standard time, on Tuesdays.

The Complete Facts Concerning Reenlistments and Extensions

	Within Twenty-four Hours	Within Thirty Days	Within Three Months	Extension of Enlistment	Broken Service
PLACE OF ENLISTMENT	On board previous duty station or at the separation activity to which temporarily transferred for discharge. (C/L 169-49)	At a regular Navy recruiting station only. (C/L 169-49)	At a regular Navy recruiting station only. (C/L 169-49)	On board present ship or station.	At s recrulting station only. (C-1403(1) BuPers Manual 1948)
CHOICE OF DUTY	On board previous duty station—not to be considered available for transfer for six months if desire to remain aboard is made known to CO, except if end of normal tour of shore duty occurs sooner. (C/L 169-49)	No guarantee as to duty. (C/L 169-49)	No guarantee as to duty. (C/L 169-49)	No guarantee as to choice of duty except as stated in agreement to extend.	No guarantee as to duty.
TERM OF ENLISTMENT	Optional 4 or 6 years. (Alnav 86-49)	Optional 4 or 6 years. (Alnav 86-49)	Optional 4 or 6 years. (Alnav 86-49)	Optional 2, 3 or 4 years. Total extensions of any one enlistment may not exceed four years. In certain circumstances 1 year extensions are authorized. (C-1406, BuPers Manual 1948)	Optional 4 or 6 years. (Alnav 86-49)
SHIPPING OVER MONEY	$160 for a forthcoming 4-year enlistment; or $360 for a forthcoming 6-year enlistment.	$160 for a forthcoming 4-year enlistment; or $360 for a forthcoming 6-year enlistment.	$160 for a forthcoming 4-year enlistment; or $360 for a forthcoming 6-year enlistment.	$20 per year of the forthcoming service. For instance, $40 for a two-year enlistment.	No shipping over money.
REENLISTMENT LEAVE	Thirty days advance leave plus accumulated leave from previous enlistment, not to exceed a total of ninety days; or cash payment for accumulated leave and thirty days advance leave in addition. C-6305 BuPers Manual 1948)	Thirty days advance leave. (C-6305(4) BuPers Manual 1948)	No reenlistment leave. (C-6305(5) BuPers Manual 1948)	No reenlistment leave.	No reenlistment leave.
FURLOUGH TRAVEL	Navy pays 5c a mile round trip to any leave address chosen. (Article 7501 Travel Instructions). Expires 1 Jan 1950.	Navy pays 5c a mile round trip to any leave address chosen. (Article 7501 Travel Instructions). Expires 1 Jan 1950.	No furlough travel allowance	No furlough travel allowance	No furlough travel allowance
DEPENDENTS	No restrictions as to number of dependents. (For married nonrated men see Art. C-1402(7) BuPers Manual 1948.)	No restrictions as to number of dependents. (For married nonrated men see Art. C-1402(7) BuPers Manual 1948.)	No restrictions as to number of dependents. (For married nonrated men see Art. C-1402(7) BuPers Manual 1948.)	No restrictions as to number of dependents. (For married nonrated men see Art. C-1402(7) BuPers Manual 1948.)	If eligible to reenlist in pay grade 4 or above may have not more than 3 dependents; for other pay grades, no dependents.
RATE	Reenlist in the same rate as that in which discharged. (C-1402(4) BuPers Manual 1948)	Reenlist in the same rate as that in which discharged. (C-1402(4) BuPers Manual 1948)	Reenlist in the same rate as that in which discharged. (C-1402(4) BuPers Manual 1948)	Continues to hold rate.	Loses his rate—very few exceptions. (C1403(2) BuPers Manual 1948)
PROMOTION	Previous total service, sea service and service in pay grade count towards eligibility for promotion and shore duty.	Previous total service, sea service and service in pay grade count for eligibility for promotion and shore duty.	Previous total service, sea service and service in pay grade count towards eligibility for promotion and shore duty.	Previous total service, sea service and service in pay grade count towards eligibility for promotion and shore duty.	Previous total service and sea service count for promotion but service in pay grade does not. Previous sea service does not count for shore duty eligibilty.
FLEET RESERVE AND RETIREMENT	All active Federal service counts toward transfer to the Fleet Reserve and toward retirement.	All active Federal service counts toward transfer to the Fleet Reserve and toward retirement.	All active Federal service counts toward transfer to the Fleet Reserve and toward retirement.	All active Federal service counts toward transfer to the Fleet Reserve and toward retirement.	All active Federal service counts toward transfer to the Fleet Reserve and toward retirement.

BOOKS: EVENTS AND PLACES HEAD LATEST LIST

ALMOST EVERY DAY of the year, new books from America's publishing houses arrive at the BuPers library. These are evaluated, reviewed, discussed — and the best ones are bought in varying numbers, to be sent to ship and station libraries. Here are some of the latest.

• *The Struggle for Guadalcanal, August 1942 — February 1943,* by Samuel Eliot Morison; Little, Brown and Company.

This is the fifth of Samuel Eliot Morison's series of 14 volumes on World War II. The fourth, *Coral Sea, Midway and Submarine Actions, April 1942—August 1942,* was distributed to Navy Libraries just a month or two ago. The first three went out earlier.

This volume, beginning with a short history of the Solomon Islands and ending with a summary of the cost of Guadalcanal, is likely to be considered by many readers to be the most fascinating of the series yet published. There was so much to tell of these action-packed and terrifying months that every page, every paragraph, almost every sentence, of *The Struggle For Guadalcanal* is crammed with interest. Names that were on every tongue and on the pages of every newspaper seven years ago here spring to life more vividly than ever — ship names, place names, men's names never to be forgotten by those who fought there nor by those who followed their every hour as best they could by radio and newspaper accounts.

Mr. Morison, writing his books at the Navy Department in Washington, has access to a vast supply of war information — both American and Japanese, as well as to that of our allies, and European enemies. These books — this one especially — are a marvel of integration, tying the mass of information together in a way that never loses the human touch. Don't miss it.

★ ★ ★

• *The Art of Readable Writing,* by Rudolph Flesch; Harper and Brothers.

Here, again, the chapter titles reveal our book's contents and personality about as well as any other words could:

You and Aristotle, The Importance of Being Trivial, Degrees of Plain Talk, Results of Plain Talk, How to Operate a Blue Pencil, An Ear For Writing, and so on.

Being away from home a lot, sailore are — or should be — avid letterwriters. This friendly volume will make your letters more readable, and if your job entails writing in the line of duty — *The Art of Readable Writing* will be all the more valuable to you.

It's by the author of *The Art of Plain Talk.*

★ ★ ★

• *Antarctic Conquest,* by Commander Finn Ronne, USNR; G. P. Putnam's Sons.

Shortly after World War II ended, a converted Navy ship of small size and great rolling ability set out from Beaumont, Tex., for Antarctica. Aboard the heavily laden Port of Beaumont were 21 men and two women, with the explorer, Commander Finn Ronne, USNR, at the expedition's head.

Although only eight of the group had ever before been to sea, the expedition went well. Before its return, 15 months later, many discoveries had been made — including weather, geological and terrestrial observations, tidal readings, seismograph recordings and aerial mapping. Two and one-half million square miles had been explored and 450,000 square miles photographed.

Graphically, and always modestly, Finn Ronne describes the feats of daring, ingenuity and fortitude that made this accomplishment possible. Telling the story, the author points up the human side as well — the life on the ship and in the camp, the inevitable personality problems, the thrilling flights over the unbelievable frozen grandeur never before seen by man, the travel by dog sled and tractor.

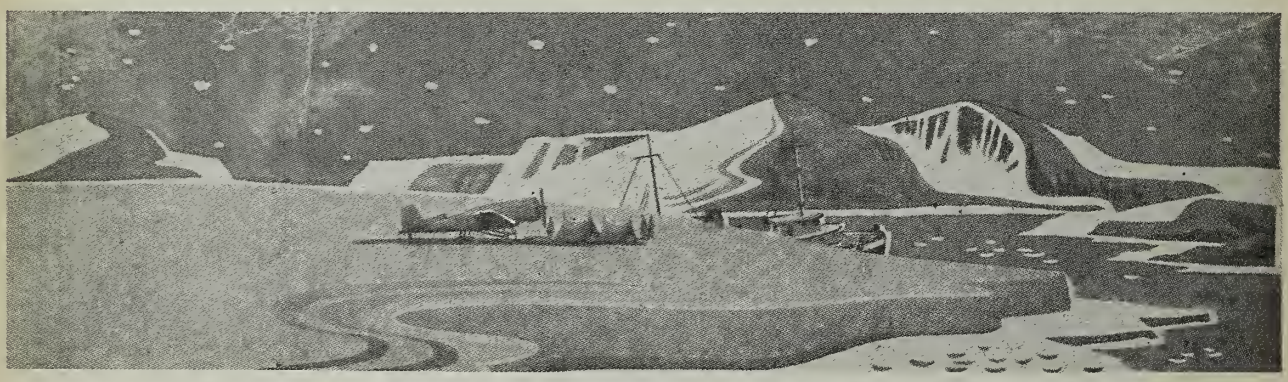
It includes many photographs and a number of charts.

★ ★ ★

• *Webster's Geographical Dictionary;* G. and C. Merriam Company.

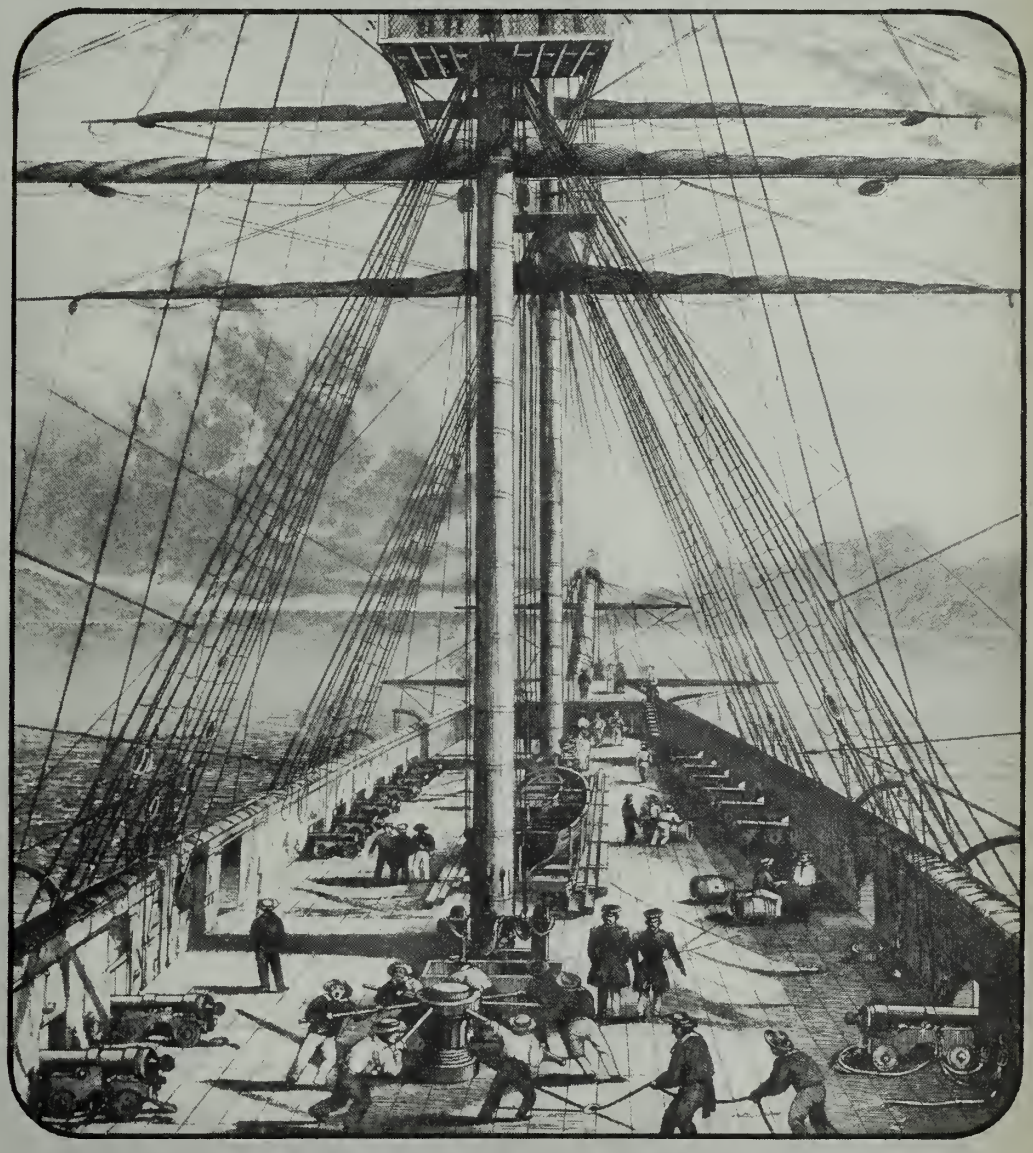
Here's something new and unusual in the dictionary field — a dictionary of names of places, with geographical and historical information and pronunciations.

It is illustrated with many maps in the text and 24 maps in full color. Nobody, of course, is going to sit down and read its 1,293 pages straight through — any more than with any other kind of dictionary. But to find out something about the place you are — or were — or are going to — it is hard to beat. Also, it should settle many an argument, and be both useful and interesting for a long time to the student, researcher or casual reader.



EXPLORATION on continent of ice is subject of CDR Finn Ronne's well-written and illuminating *Antarctic Conquest.*

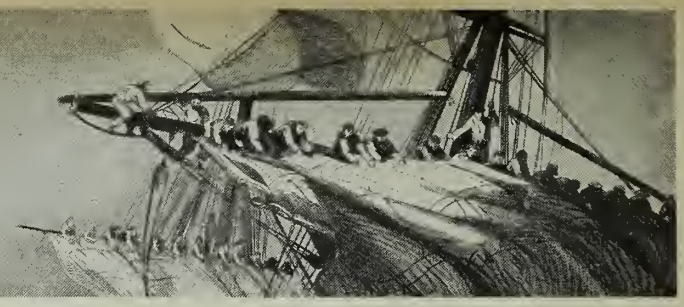
CHILEAN EPISODE



CALLAO HARBOR: 1820

From the book "Threescore Years" by Thomas Holbrook, published in 1857, comes this tale of high adventure off the shores of South America while Chile fought for freedom from Spain.

CHILEAN EPISODE



Out of chaos arose a genius, and in his footsteps came chaos again.

Out of the French Revolution came Napoleon Bonaparte, the artillery captain who became dictator. Years after the French movement had burned itself out and its leader died in exile, the flames of revolt kindled in other countries.

Such a country was Chile in 1820. Ten years before, Napoleon had invaded Spain, mother country to many South American provinces. The interim government set up by the Chileans was slow to relinquish its rule to the Spanish when the time came. They wanted independence and were prepared to fight for it.

To command their small navy, they hired the fabulous Thomas, Lord Cochrane, later Tenth Earl of Dundonald, a fiery character who had won wide renown in the British Navy both for winning sea fights against tremendous odds and for launching a scathing attack on the inept administration of the British Navy. His enemies forced him to retire, and the Chilean offer was a welcome relief from boredom.

In a few years he had made the most of what he was given and had attracted sailors of fortune from all over the world with the inducements of good wages, plenty of prize money, no flogging and, best of all, plenty of grog. The Chilean Navy became a formidable force and soon controlled the Pacific coast of South America.

Blockades were set up on Spanish-held ports in Peru and elsewhere, a circumstance which set the United States government to send a ship there for protection of commercial vessels.

How close this vessel, the United States frigate Macedonian *(captured from the British in the War of 1812) came to starting a minor war of its own is told here by Thomas Holbrook, a highly skilled carpenter who during the war had worked on Robert Fulton's steam inventions.*

OUR sailing day came, we had everything on board, weighed our anchor, and were now to let Lord Cochrane know that *Macedonian* must enter Callao, *blockade or no blockade.*

In getting our anchor we had some little delay in consequence of breaking and rendering useless our spar-deck capstan.

On arriving at St. Lorenzo, we soon saw that in all probability there would be an attempt made by Cochrane to stop us. A ship was now standing out under full sail, evidently having been sent by the admiral to forbid our proceeding any further. The whole blockading fleet was now under way and they also were coming towards us.

We beat to quarters, had all bulk heads down, deck sanded, guns double shotted, and matches lit. The first ship was now up with us, the captain stepped into the gangway to hail us, and as we had considerable way on the ship, Captain Downes very politely backed his maintopsail to give the other an opportunity of making any communication from his Lordship that he desired. He also backed his mainyard, lowered a boat and sent an officer on board our ship, with a verbal request from Lord Cochrane that Captain Downes would not persist in violating the blockade. When this officer got upon our deck and saw this preparation, he actually turned pale.

Our captain's reply was, "Please communicate to his Lordship that it is my intention to anchor in Callao harbor before sundown at all hazards—and if his Lordship has any further communications to make, he must be quick about it. Fill away the maintop-sail, sir."

The Chilean officer went into his boat. His ship, (*Independia,* 22 guns) was now quite near us, and we could easily perceive that they kept their guns trained upon us. We, of course, kept ours upon them. I am sure that we could have blown them out of water in a very few minutes.

We were now going ahead at a pretty good rate, and very soon were surrounded by the whole squadron. *O'Higgins,* Cochrane's ship, was close along-side of us, within half pistol shot. Lord Cochrane came to the gangway, and in a pompous tone, hailed:

"What ship is that?"

"This is the U. S. Frigate *Macedonian.*"

"How does Captain Downes do?"

"Quite well, I thank you. How is your Lordship?"

We had now passed *O'Higgins,* and were nearly alongside *Lotaro,* a 50-gun ship, under the command of Captain Guise. He however said nothing to us. We perceived the spy-glasses on board Cochrane's ship were busily employed in reconnoitering us. We really expected a brush, and so did the inhabitants and soldiers at Callao—for as we approached the town—we discerned that the forts and house tops were lined and crowded with people.

Had Cochrane opposed our entrance, it is very certain that with the excited feelings of our crew, we should have persisted in the attempt while there remained a man to load a gun. Our arrival was a matter of rejoicing among the merchant ships. Cochrane had publicly declared that not a ship should leave Callao with a Spanish dollar on board—and there were many ships, both English and American, lying here, all of which had large sums on board. All felt much anxiety on account of Cochrane's threat.

Captain Downes received much credit and many compliments for his determination and perseverance in running through the blockade, and safely effecting an anchorage at Callao. Lord Cochrane, well knowing the determined character of Captain Downes—and the efficiency

of *Macedonian* and her crew, (for he had been on board at Valparaiso) that notwithstanding the great superiority in number of ships and men, an action with her might, and most certainly would, retard his contemplated attack on the Spanish frigate *Esmeralda,* besides the deserved retribution that would fall upon him—as soon as the attack should be made known in the United States.

All these things he very probably took into consideration, and did not resist us. Early on the morning after our anchorage, Captain Downes received rather a tart note from his Lordship, severely censuring him for violating a regular constituted blockade. Captain Downes, in reply, assured his Lordship that he would remain at Callao until all the American merchant ships had sailed; he also would protect them until out of danger, and would keep *Macedonian* in a continued state of preparation—to repel any undue attack which might be made upon her. He declined any further communication, as it might have a tendency to vitiate his neutrality—and compromise the United States.

2

Our ship was moored close with the shore. Abreast of a hot shot battery, a short distance astern, the Spanish frigate *Esmeralda,* of 44 guns, was taking specie on board for the mother country. Between our ship and *Esmeralda* were two Spanish gunboats, well manned—and armed—as a protection against any attack which might be made on *Esmeralda.*

I must here record an accident that befell me, and that came near using me up. While we were beating to quarters, previous to entering Callao, I had occasion to make a cleat for the security of one of the boats. I was amidships—on the gun-deck—and was working with a carpenter's adze. I had just made a blow when the man who was loading the gun near to me hit my arm with the sponge, which caused me to receive the blow on my instep, severing the cords leading to the toes, besides making a fearful gash.

I suffered the most excruciating pain while the doctors were getting the ends of the cords together—and tying them up. They were afraid that I should bleed to death while under the operation, and the way I sung out was a caution to doctors. The wound was dressed, I was put into a cot—and lay there eleven days and nights—in much suffering. During this time, the wound broke out afresh, and it was with much difficulty that the doctor succeeded in stopping it, and assured me that if it broke out again, he feared that it would be impossible to save my life—the nature of the wound being such as to make it extremely difficult to stop the arteries. But through the goodness of God it healed and I was not, as I feared I should be, deprived of the free action of my foot.

While sitting on deck one Sunday, I think on the fourth of November, I observed the blockading squadron get under way from under St. Lorenzo, where they usually lay—and come toward the anchorage at Callao. When they had approached to nearly within gunshot of the forts, the latter began to blaze away at the ships, which was a foolish move on the part of the Spaniards, for it gave Cochrane an excellent opportunity of measuring his distance, which was to be as near *Esmeralda* as possible, and at the same time be clear of the shot from the forts. The ships anchored in a safe position, but did not furl their sails.

I was not fully assured—in my own mind—that there was something in the wind, and some decisive step soon to be taken. Was it the capture of *Macedonian* for running the blockade? Or the merchant ships, on board of which were large sums in dollars and in virgin silver? The forts were thronged with men, and bayonets glistening in the sun, the hot shot batteries along the beach all manned.

We also adopted precautionary steps—in case anything should happen, which was to place the launch under the bow—with a stream anchor and cable—in case we should have to slip our chains. Two of the lieutenants of *Esmeralda* had dined on board our ship, and at 9 P.M., just as I had turned in to my hammock, which hung over the pumps on the gun-deck, I heard them bid good night and go on board their own ship.

I soon fell asleep, and think in less than half an hour was awoke by a tremendous noise. I jumped from my hammock as well as I could with my lame foot, noticing that our ship was in great commotion.

I looked out of the gun-deck ports, and saw *Esmeralda,* apparently on fire—caused by an incessant blaze of musketry. She was very near us. We could distinctly hear every order that was given.

"Cut away anything but sheets and halliards."

"Let fall the top-sails, bear a hand there aloft, Britons. Here's a half a dozen Spaniards in the tops, sir, what will we do with 'em?"

"Heave the rascals overboard," says some one on deck.

"Hurrah, my hearties! she is ours. Jump into the boats, Britons! Get out a towline." During this time, we could see the fight on the gun-deck while Cochrane had charge of the spar-deck, and it was he that cut the chain cables.

The forts were pouring their shot all around us, many of them red-hot. There was a hot shot battery right abreast of our ship, on the beach. Casas-Matas, a tremendous castle with over three hundred and sixty guns, was blazing away.

The shot flew round us like hail, cutting away our cross-jack yard—and much of our rigging. Many of the red-hot shot struck very near us, and it was astonishing how far they could be seen while sinking.

The firing during this time was tremendous, like one continued peal of thunder. The musketry did us but little harm, the bullets just striking the side—and falling harmless in the water. There was not a breath of wind, and here we were, having slipped our chains—but dare not attempt to run out our stream anchor, for the very moment we should attempt to do this our boat would be cut to pieces with the shot from the shore, for they were under the impression all this time that we were assisting Cochrane.

In the meantime, the Chilean forces had towed *Esmeralda* out clear of the shot. They then threw over the dead bodies, hauled her alongside *O'Higgins* and sent all the wounded ashore in their own boats—in charge of their own officers.

3

I shall never forget the impressions of the dawning morning, as the sailors call it. A cloud of powder and smoke lay all around like a dense fog. Through it we could just discern the fleet with their valuable prize, and midway between them and the shore were two gunboats adrift. Every soul belonging to them had been killed.

Here we lay, having drifted a half a mile from our anchors, now hanging by a stream anchor. The English frigate *Hyperion* that came in a few days before, lay

CHILEAN EPISODE

quietly at anchor, having been out of reach of the shot. As the sun rose, everything had a blood-like appearance. The sun himself looked like a huge ball of rayless fire.

We had hitherto depended upon the shore for provisions, and a consultation of the officers was held to consider the expediency of sending the market boat to the landing for our beef and vegetables. It was their unanimous opinion that there would be no impropriety in doing so. Accordingly a boat was called away and the purser's steward, steerage and wardroom stewards, with a midshipman and ten men composing the crew, went into the boat, but with downcast looks.

Mr. Small, the purser's steward, observed when going into the boat, "Well, I am now going to my grave!" and, poor fellow, it was too true.

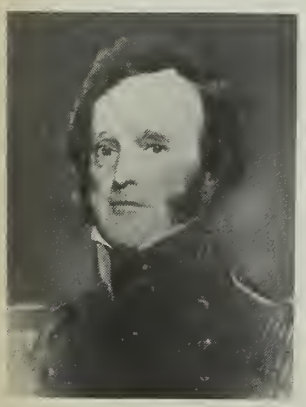
When they had taken their seats and had shoved off, they looked as if a dreadful foreboding of their approaching death hung over them. Not a word was spoken. They pulled slowly along as though going to their own funeral, until they had reached within the boat's length of the steps. The bowman had tossed his oar, and almost instantly all but four were shot dead.

The Spanish soldiers, seeing them coming, kept hidden behind a wall—until they were near enough for good aim, and then fired. The purser's steward, being only wounded, jumped overboard, and a soldier immediately got into the boat and drove a bayonet through his body—while he hung on to the boat's stern, asking for mercy.

Mr. Marshall, the midshipman, in order to escape the bayonet of a soldier, jumped overboard also and tried to drown himself by keeping under the bottom of the boat. Not being able to remain there, he came up—and was struck on the head with the butt-end of a musket, but was rescued from death by a Spanish officer who took him in charge and conveyed him to the hospital. Another man was shot through the body—but was not killed. He also was taken to the hospital.

The only survivor who remained in bottom of the boat, as if dead, arose after she had drifted off some distance, and with an oar got off from the shore and was picked up by a boat from *Hyperion,* who took our boat in tow and brought her along-side our frigate.

What a sight did this boat present! Blood and brains scattered round upon the inside as though a bullock had been killed in her. The bodies had been taken out by the Spaniards, probably for the purpose of getting their clothes.



Captain John Downes

Those that were taken to the hospital were in danger of being murdered while in their beds. There were many of the crew of *Esmeralda* here. Wounded in the fight they were sent on shore by Cochrane the morning after the capture.

Our ship was now thronged with fugitives from the shore, principally Englishmen — but there were some Americans among them all of whom gave a horrid account of the slaughter on the night of the battle.

Gangs of armed and desperate soldiers perambulated the town, shooting down every foreigner they could find.

4

One morning at about sunrise, a few days before we sailed, we saw a ship coming into the bay, under American colors—and evidently with the intention of running the blockade, but very soon we saw *Lotaro* under way, she being the weathermost ship—and nearest the merchantman. There was a good breeze and it was certain that *Lotaro* would head her off, thus she would become a prize. We saw them take possession of her, and both she and *Lotaro* went round to Guamas, a harbor a few miles north of St. Lorenzo in possession of the Chileans.

In the course of the day we learned that the captured ship was an American and had on board for cargo, muskets, pistols, powder, and all sorts of warlike stores. This made Captain Downes anxious to get away for he had determined on her rescue.

The American and British ships were notified of our time of sailing, which was on the morning of the second day from the notice. Every ship must be ready for getting under way at daylight, so as to have the advantage of the land breeze. The order of sailing was as follows:

The merchant ships were to form two lines, and to proceed ahead of the frigates. All who were armed with cannon or small arms were to have them loaded in order to prevent any boats from boarding them, also to pay attention to any hailing from the blockading ships and to put all the sail on which could be prudently carried. The English frigate *Hyperion,* not being ready for sea, sent two cutters well manned and armed for the protection of the English merchantman. We also had two cutters, well provided with small arms and sufficiently manned to prevent any of our ships from being boarded.

On the morning appointed the ships were all ready, and the dropping of our fore top-sail was the signal for them to get under way, which they did in good style. The Boston merchant ship *Panther* took the lead. As soon as it was discovered by the blockading fleet that we were under way, they unmoored and were quickly under sail.

We thought it possible that Cochrane might have the impudence or temerity to stop some of the ships, and possibly he might have it in contemplation to give us battle, thinking that he might get a better haul now than when we went in. But we were at quarters all ready for him, running along under our three top sails.

Cochrane's ship was now abreast of us, within pistol shot, and although he was wounded, yet he evidently directed every movement of his ship. We kept perfect silence, our guns trained upon him. We saw a boat from *O'Higgins* going towards *Panther,* but she was not allowed to come along-side.

The merchant ships were now outside of St. Lorenzo, with all sail they could wear. We now made sail and were soon up with them. Our kind neighbors very prudently tacked ship, and sneaked back again to their den. We continued with our charge until the land was out of sight, and then stood back for Guamas.

5

Our entry into Guamas very much alarmed Captain Guise of *Lotaro,* but it was a matter of rejoicing to the American captain taken from the prize. His ship lay moored near *Lotaro.* Captain Downes had some fears

that they would strip her, which would have prevented any attempt on our part to cut her out.

We ran in and anchored within about two cables length of *Lotaro* and in a good position for getting under way. The captured prize lay inshore of *Lotaro,* leaving just room enough for both ships to swing clear of each other. There were several transport ships and two American whalers lying there.

We had hardly come to an anchor when the captain of the prize came on board; and both he and Captain Downes went into the cabin to talk over matters.

Our sole purpose in coming here was to rescue this ship but to judge from the position of the prize and that of *Lotaro,* an attempt to get this ship clear would be extremely hazardous, if not wholly impossible. To attempt and fail would not only be very mortifying but in all probability the means of much bloodshed.

Captain Guise could not help feeling some intimation that Captain Downes would endeavor, in some way, to liberate the ship. And yet it seemed a matter of impossibility that the ship could be taken from under his broadside.

Captain Downes, in order to lull any suspicion of an attempt of this kind, had an interview with Captain Guise as to what he thought of a proposition to ransom the ship. In the meantime, the captain of the prize had spread abroad a rumor his ship would be ransomed, and in a few days he would be off.

Now there was no time to be lost, as there remained but one alternative. Ransoming or compromising was entirely out of question, as neither American captain had any authority for entering into a business of this kind. Besides, the ship was a valuable prize if she could be legally condemned, and in all probability a great sum would be required for her.

A crew of seventy-five men were selected from among our best seamen, all to be armed with a pair of pistols and a cutlass each. The night was fixed upon, and it was necessary and important that the ship should be clear before two o'clock in the morning.

On the afternoon previous to the night when the attempt was to be made, the prize's captain went on board his ship apparently in high glee, exhibiting a roll of paper and saying to the officer, "Well, I am clear. You will have your orders to quit by to-morrow morning." He had brought off a demijohn of brandy and a box of champagne to treat his friends on this happy occasion.

A bottle of brandy was placed upon the table, a large tin pot full having been given privately to the marines. The effects of the brandy were soon visible among the marines, and by eight o'clock they were all drunk. The prize officer also felt rather sleepy, and took a snooze on the cabin sofa. Now was the time for the captain and mate to work, as all depended on the promptness with which everything was done. One of the hempen cables was sawed off on the windlass and just stopped to keep it from running out.

A sharp axe was laid near the other cable, ready for use. The mate then went aloft very silently, cast off the gaskets from the topsail yards and stopped the sails with rope yarns, then did the same with the top-gallantsails. He then loosed the jib and fore topmast staysail but kept them on the boom, then saw the sheets and halliards clear.

During this time there were two soldiers walking the gangway, but they had too much brandy on board to suspect anything wrong. At intervals they sung out "All's well." It was not thought expedient to make any signal from the frigate that might be seen by *Lotaro,* so it was arranged that when six bells (eleven o'clock) struck on board the frigate, the boat would leave with the men selected for the occasion.

As this enterprise had been carefully planned, (for as I stated before, a failure would have been disastrous) it was indispensable that a line should be run from the merchant ship to a projecting rock, in order to give her headway and to get her from the range of *Lotaro's* guns as quickly as possible.

This was accomplished in the following manner: Two coils of rope were put into our boat that was to carry the men to the ship. All except the two who were to row with muffled oars were to lie down so as not to be seen. The boat was to creep along inshore close to the land, cross the entrance of the harbor to the rock, make the line fast and take the end to the prize. The mate was to haul the end on board.

They were then to board the ship over the bow and knock down the sentinels. The captain was to secure the cabin doors, to prevent the officer from coming up. The cable was then to be cut, the line manned, and the ship hauled out.

All this was done with admirable precision. As soon as the axe blow was struck upon the cable, it was heard on board *Lotaro,* and directly all was confusion on board that ship. Captain Guise was up in an instant and hailed the prize: "What are you about there, sir?"

The ship was now ranging ahead, when Guise immediately hailed: "Let go your spare anchor, sir, immediately, or I will fire into you."

"Aye, aye sir," says the mate.

"Clear away the guns. All hands unmoor ship," were the mixed and confused orders on board *Lotaro.*

Before our boat had left the frigate, we had hove short and hoisted our top-sail yards without loosing the sails or making the least noise. The wind was right aft for us, but on the starboard quarter for the prize. We were soon up with her, and both ships were ahead of *Lotaro,* who had cracked on every thing she could wear.

But it was of no use now for Captain Guise to think of a recapture. We beat to quarters and were all ready for him in case he should fire, but he very prudently did not. We kept close to our prize, and making all sail, we soon dropped *Lotaro,* who finally tacked and went back.

Both our ships now hove to, shifted our men, and put the Chilean prize officer and his twelve soldiers on board his boat, gave them two bottles of brandy, a keg of water, some bread and salt fish, and sent them on their way rejoicing. Thus ended this well planned and successful scheme, and the brilliancy of the achievement is equal, if not superior, to the cutting out of the *Esmeralda.*

There was not a single life lost, and here was a prize taken from under the guns of a fifty-gun ship, which might easily have manned four or five boats and boarded her in an easy re-capture—but they didn't.



Lord Cochrane

TAFFRAIL TALK

AS WE'VE SAID here before, nearly everybody reads ALL HANDS.

Now it's a lieutenant in the Royal Navy stationed in Australia who writes to tell us he figures he knows how the "foul anchor" insignia used so widely in the Navy, got its start.

"The foul anchor as a naval badge," writes Lieutenant M. W. Heney, RN, "got its start as the seal of Lord Howard of Effingham, the Lord Admiral of England at the time of the defeat of the (Spanish) Armada in 1588.

"It often happened in those days that the personal seal of a great officer of state was adopted as the seal of his office. This was



the case with the foul anchor which still remains the official seal of the Lord High Admiral of Great Britain."

The Lord High Admiral's office was taken over by the present Board of Admiralty some time ago, he adds, but the seal goes maching on — on buttons, official seals and cap badges.

Thanks, Lieutenant. We've passed the word along to H. O. Austin, JOC, USN, who wrote the story that prompted this reply from 'Down Under.'

* * *

One of the most striking pictures ALL HANDS has printed in a long time now hangs in the office of a university registrar.

Registrar Ernest H. Emory of the University of Georgia, who is an active Naval Reservist, wanted a copy of the print that we used for the inside-front spread in our May 1949 issue. ALL HANDS readers will recall the shot—we called it "Tunisian Gunset" and it showed a cruiser clearly outlined against a brilliantly moonlit sky, the whole scene framed beneath a formidable gun barrel of an accompanying destroyer.



"The whole office has been very high in its praise of the picture," says Mr. Emory. ALL HANDS appreciates the compliment and will pass it along to Lieutenant (junior grade) J. J. Cecchini, USN, who took the picture.

The All Hands Staff

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 29 April 1949, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price $2.00 a year, domestic (including FPO and APO addresses for overseas mail); $2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec. 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corp. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1948 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• AT RIGHT: An unidentified enlisted man from USS *Coral Sea* (CVB 43) takes a picture of the Arch of Triumph while on a tour of Paris, France. The carrier was anchored at Cannes, France. See pp. 2-3.


FRENCH PHOTO

1950 ALL HANDS 1950

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

FEBRUARY

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28				

MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

MAY

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

JULY

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

OCTOBER

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

DECEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

UNIVERSITY OF FLORIDA
3 1262 07233 6034
359.05
A416
1949
LAD